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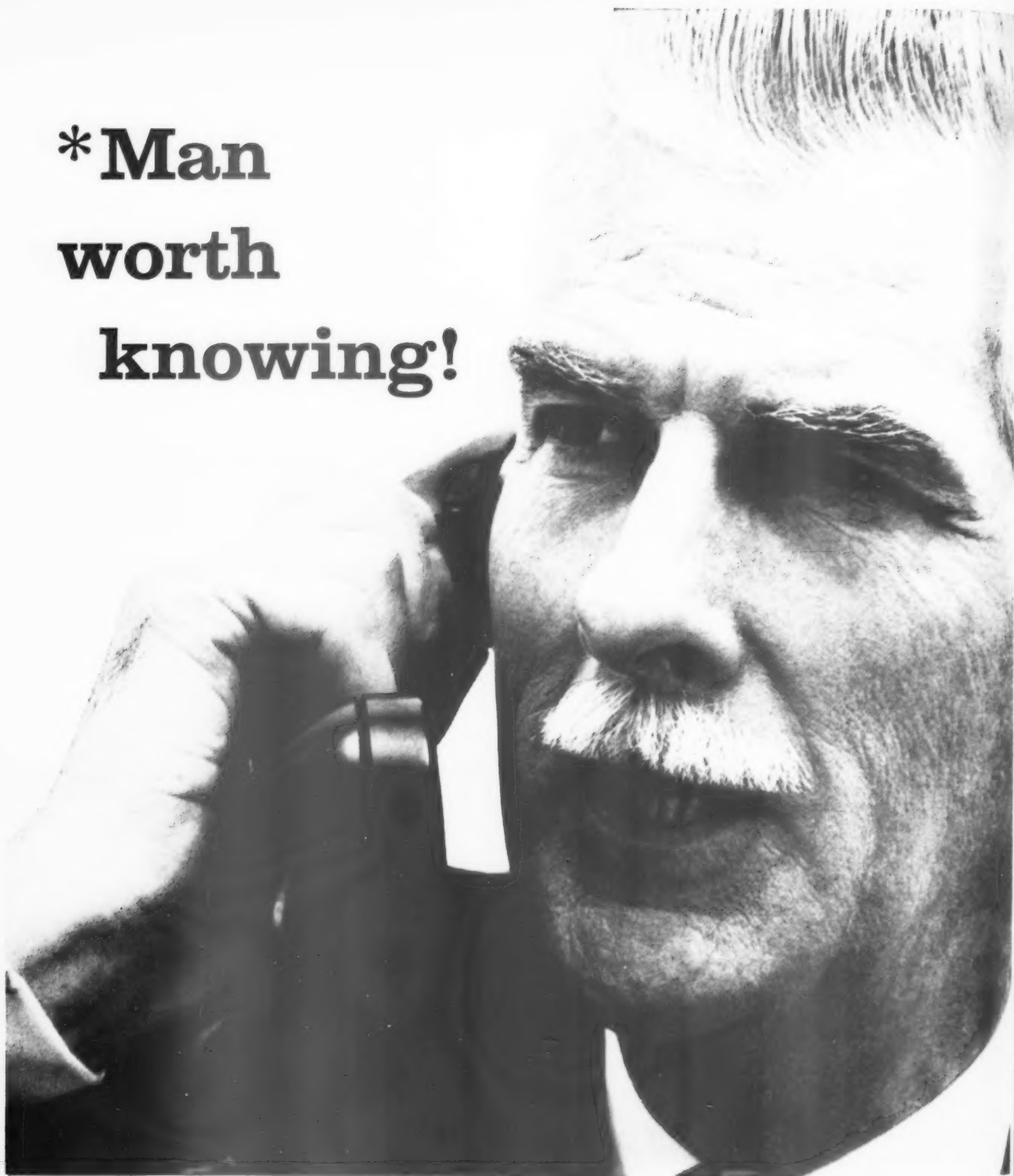


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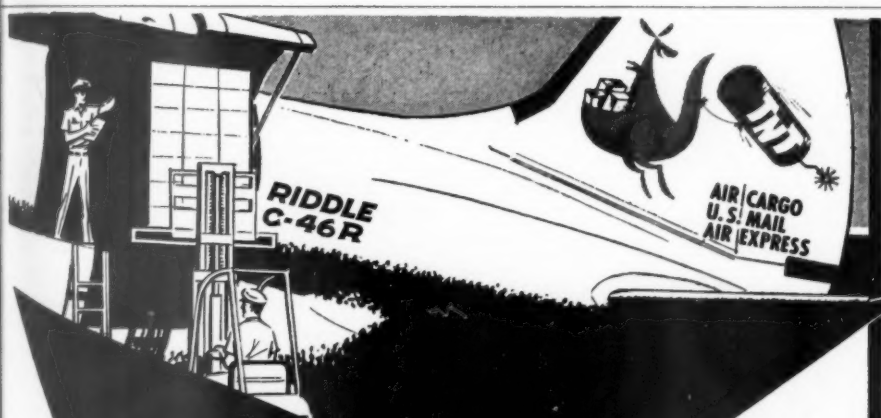
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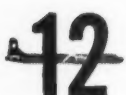
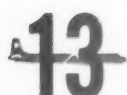





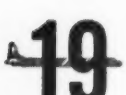
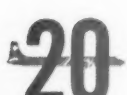





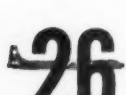





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AIR CARGO

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WALLACE I. LONGSTRETH,

Executive Editor

Assistant Editors:

DONALD J. FREDERICK

MARY L. MILLER

WALEN,

Production

LIAM H. MARTIN,

Art Director

EL GUILEY,

Asst. Art Director

LIAM B. GRANBERG

Circulation Director

THUR J. NEWFIELD,

Advertising Sales Manager

MS.) LEE MARTIN,

Advertising Service Manager

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vertising correspondence to:

Air Cargo, 1001 Vermont Ave., N.W.,
Washington 5, D.C.

REGIONAL OFFICES:

New York City: 17 E. 48th Street, New
York 17, Phone Plaza 3-1100.

Los Angeles: 8929 Wilshire Blvd., Beverly
Hills, Calif. Phone OLeander 5-9161.

Chicago: 139 N. Clark St., Chicago 2,
Illinois. Phone CEntal 6-5804.

Detroit: 201 Stephenson Building, Detroit
Michigan. Phone TRinity 5-2555.

Washington, D.C.: 1001 Vermont Ave.,
N.W., Washington 5, D.C. Phone STerling
6-6400.

Miami: 208 Almeria Ave., Coral Gables,
Fla. Phone Highland 4-8326.

Geneva: Anthony Vandyk, European Di-
rector, 10 Rue Grenus, Geneva, Switzer-
land. Phone 321044. Cable Address:
MERAV GENEVA.

London: Norall & Hart, 28 Bruton Street,
London, W.1., England. Phone Grosvenor
25A.

Paris: Jean-Marie Riche, 11 Rue Condor-
cet, Paris (9e), France. Phone TRU 15-39.
Cable Address: NEWSAIR PARIS.

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Wayne W. Parrish, Publisher

Leonard Eisner, General Manager

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AIR CARGO is published monthly as a magazine and as an official guide of
airline cargo schedules, a complete station directory for the United States and
Canada, and corrected table of carrier acceptance of live animals and unusual
shipments.


Every other month, in January, March, May, July, September, and No-
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features to include domestic and international air freight rates, documentary
requirements for international shipments, and other air shipping information
subject to infrequent change.

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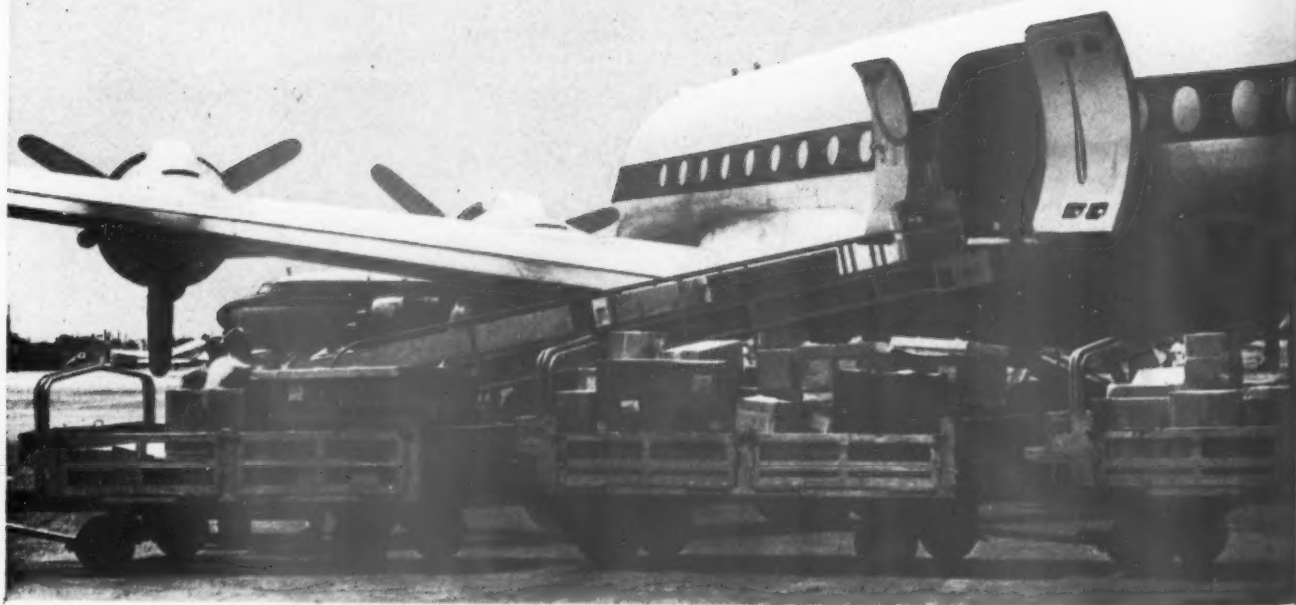


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Cost and Convenience

CARTAGEMEN and airlines will meet in Chicago late this month to try and figure out ways of making life better for shippers and carriers. We hope that the group will study long and hard on two subjects—cost and convenience—the two elements which determine the success or failure of a transport system.

Which is the most important is hard to say. They are inextricably bound together. We know that some mighty expensive transportation has been purchased because it was convenient.

The tremendous growth in the use of private automobiles and trucks, to a large measure, stems from convenience. A man's own car or truck is always available. He can use it for a trip, when and where he pleases. The trip may take longer and it may cost more than common carrier transportation, but the ease is unmatched.

Convenience is even important to the cost-conscious business man. He will sacrifice a certain amount of convenience to save a buck, but where he has a choice of service at competitive rates, he will use the convenient service.

Witness the growth of the air freight forwarders. Convenience has been an important factor. The many services a forwarder offers, particularly in the international movement of goods, permits one call to solve many of the problems of getting a shipment from here to there, conveniently.

Recent developments indicate that convenience is about to take on even greater significance to the air freight industry. Riddle Airlines expects to introduce the Armstrong Whitworth Argosy in late 1959. The Flying Tiger Line and Seaboard & Western Airlines have Canadair's CL-44D scheduled to go into service in early 1961. These are cargo aircraft. If they work out as anticipated, rates will come down.

As rates come down, great areas of freight traffic will be opened for the airlines. A lot of this traffic is already moving by some other means of transport. To be competitive in rates will not assure the airlines of attracting this business. The airlines will simply have to be easier to do business with than the competition.

The starting point is a full, door-to-door operation. This, the air carriers are set up to provide. Local cartage contracts and contracts for the continuing movement of shipments to off-airline points via over-the-road truckers have been signed and have proved workable.

To be easier to do business with, the air carriers can use a "one call to do it all" philosophy. This would be helped by published door-to-door rates. Rates that include pickup at the starting point and delivery at the destination could eliminate some phone calls, and such rates should make pickup as automatic as delivery is fast becoming.

Furthermore, automatic pickup should increase the cartage volume in the same fashion that automatic delivery has. As the cartage volume increases, he can provide more, and more convenient, service without increasing rates.

For many shippers, the cartage man, and how well he does his job, determines the convenience in air freight.

WITH this issue, AIR CARGO starts its third year. We have learned much in the past two years, made friends, grown. We appreciate the help that we have had, and we want to thank everyone who has given aid so generously.

We also want to assure our readers that we will continue to grow. We have learned that air cargo is a fast moving business. With your continued help, we too, will be fast moving.

Wallace I. Longstreth

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Japan on
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44
CARGO

TRENDS

Look for cargo to play a significant role in the Southern Transcontinental Case. Four combination carriers, American, Delta, Eastern, and National have submitted exhibits to the Civil Aeronautics Board proposing all-cargo schedules spanning the southern tier of states, coast to coast.

San Diego will hang part of its request for more service on the needs of shippers in the San Diego area.

Meanwhile, long before the case is decided, the value of single-plane freighter service between California and Florida may be tested by American and Delta with an interchange over Dallas.

Slick Airways is seriously considering resumption of scheduled air freight operations. The carrier would like to start on a fairly limited scale—west coast to New York with not more than two stops. Sympathetic treatment from the Board will be hard to come by unless Slick can prove that the proposed service will not skim the cream from existing air freighter services.

Proposal by the scheduled airlines to set up a commercial charter exchange known as Volumair has not passed unnoticed. In a letter to CAB, the Independent Airlines Association asked for a full hearing on the plan, and called for some protection in the charter field, "such as the right of first refusal."

United Air Lines will convert some of its DC-7 type aircraft for all-cargo operations. How many, and the delivery dates have not been settled. Industry observers are betting that American and United will get converted planes at about the same time. American plans to convert 10 DC-7Bs, with deliveries to start this fall. Douglas will do the converting.

Loading systems for the Canadairs ordered by the Flying Tigers and Seaboard & Western are a long way from decided upon. Conceivably, two systems will be employed. At smaller stations carriers could use a sort of platform lift vehicle, while at larger stations, terminal buildings would be modified to provide a ramp to the 10-foot-high freighter deck. Ramp is expected to be covered and would have an extendible conveyor system.

There seems little doubt that AAXICO Airlines will discontinue scheduled common carrier operations on July 1, although, technically, the Board could refuse to approve such a suspension. AAXICO told the CAB that until the questions of long term certificates and subsidy eligibility were settled (in the All-Cargo Case) AAXICO's stockholders were not willing to subsidize a public service. Reports filed with CAB earlier this year showed that Howard J. Korth, president, owned 96.5% of AAXICO's stock.

Look for some of the forwarders specializing in small package freight to make a pitch for the Air Express contract if Railway Express Agency does not get its problems ironed out.

Civil Aeronautics Board will not be committed on the all cargo carriers. In answer to a question posed by one member of the House Appropriations subcommittee, during a hearing on CAB's subsidy requirements for FY 1960, Board Chairman Durfee cited the past policy of non-subsidy. "When the domestic air cargo carriers were certificated by the Board," he said, "they asked for authority to carry mail without subsidy, on their own application. The certifications were issued to the carriers on that basis. They were permitted to carry mail along with air cargo on a non-subsidy basis. During the past, this, frankly, was an experiment and so viewed by the Board."

AAXICO Asks to Suspend Until Cargo Case Is Decided

AAXICO Airlines has decided to suspend scheduled common carrier air freight operations. The carrier has applied to the Civil Aeronautics Board for the necessary authorization to suspend service over the AAXICO route which was awarded in late 1956. Date sought for the termination of service was June 30.

In the request for permission to suspend, AAXICO pointed out that for the first five months of 1959, losses averaged 20,000 a month on the scheduled operations. The carrier also recalled that all-cargo carrier subsidy eligibility will be settled in the All-Cargo Case pending before the Board. AAXICO said such eligibility is essential in order to attract new capital for re-equipment—the key to success in the air cargo business. AAXICO's petition seeks a suspension until 60 days after a Board decision in cargo case.

Air Freight Attracts Philippine Forwarders

As in other countries, the Philippines are realizing the advantages of air shipping. Air freight forwarding is beginning to attract the attention and interest of surface forwarders.

As a result of this interest, The Allied Brokerage Corporation opened its Air Freight Division last December 16, 1958. The Division is managed

The Miami-based airline is certificated to serve routes running from New Orleans to New York via Birmingham, Atlanta, Richmond, Washington, Baltimore, Wilmington, and Philadelphia; and from New Orleans to Chicago and Cleveland and Detroit via Birmingham and Atlanta and various intermediates.

In the little more than two years that AAXICO has had scheduled operations, it has limited itself to a three city route—New Orleans-Atlanta-New York. The carrier has lived mainly on military contracts. For the year beginning July 1, 1959, AAXICO will operate under four Logair contracts, flying scheduled C-46 routes within the United States for the Military Air Transport Service. The contracts are expected to produce gross revenues of \$9.7 million. About 35 C-46s will be needed to fulfill the contracts.

by Col. Anselmo L. Lazo, a retired Philippine Air Force officer who graduated from the Air University of Maxwell Air Force Base, Montgomery, Alabama in 1957.

Businessmen in the embroidery and drug manufacture and shippers of live monkeys who used to use water transportation to the United States, are now sending their cargo by air. There are times when shippers find some difficulty in getting space, without pre-

vious arrangements, with different airlines. To accommodate shippers, Pan American World Airways started a weekly freighter plane to take care of cargo which cannot be accommodated by their ordinary flights, Lazo said.

He noted that the speedy progress of air cargo is greatly affected by the delay of the Philippine government in improving the Manila International Airport, together with its facilities, to accommodate faster and bigger jet aircrafts. Even with this handicap, he noted, air cargo business in the Philippines is becoming a fast growing business, both in the domestic and international trade.

Four European Airlines Form Airunion Combine

Four European carriers—Air France, Lufthansa, Sabena and Alitalia—have joined in a combine called Airunion. The four airlines said their operations would include all international routes now operated individually, except those within the French Commonwealth. The airlines will retain their individuality but will integrate commercial activities.

Goal will be to produce international ton miles to sell to Airunion and pool all revenues which will be distributed to operators according to volume of their services.

Under the plan, the carriers' long-range aim will be for the following division of the total Europair traffic output; Air France, 34%; Lufthansa, 30%; Alitalia, 26%; Sabena, 10%. Current participation in international traffic is Air France 50%; Lufthansa 17.4%; Alitalia 14.4% and Sabena 17.7%.

Offices of Airunion will be in Paris, Ave. Franklin Roosevelt. It will be managed by a committee made up of the presidents and chairmen of the four participants. Other permanent committees are economic, legal, programs, equipment, commercial agreements and sales. First effect of Airunion will be felt in the spring and summer in 1960 schedules.

Quicktrans-Logair Contracts Awarded By MATS

Central Air Transport, a contract carrier, submitted the low bid for the Navy's annual Quicktrans operation which provides regular air freight service to Navy stations throughout the United States. The bid of \$1.0967 per C-54 plane mile was the lowest received. A total of 57 domestic civil air carriers were asked to submit bids. Service under the new contract begins July 1.

Military Air Transport Service noted that all Quicktrans contracts for do-



New terminal opened by the Air Freight Division of the Allied Brokerage Corp.

mestic operations, which involve some 33 million plane miles annually, were restricted to carriers classified as small business. The Quicktrans contract was for 3.6 million plane-miles to be flown by C-54 aircraft.

Central Air will start furnishing east-bound and westbound transcontinental service beginning July 1. Two cross country routes will be flown and in addition the carrier will be required to airlift cargo over an eastern circular route, with stops at Washington National Airport; Newark Municipal; McGuire Air Force Base; Dover AFB; and The Norfolk Naval Air Station. The Quicktrans contract gives the government an option of obtaining an additional 200,000 air miles from Central Air if it is deemed necessary.

The low bidder for last year's contract was U.S. Overseas.

Winning bid for the majority of the Air Force's Logair contracts was submitted by AAXICO which won four out of seven. MATS had asked for bids to supply seven basic commercial cargo airlift services. These ranged from (Item I) 5.4 million plane-miles from Travis AFB to McGuire AFB and return via intermediates, using C-54 equipment, to (Item VII), 3.4 million plane-miles flying C-46s between Florida and Northeast and Northwest Air Force bases.

Awards were as follows: Slick Airways, Pattern I, \$4,865,519; Resort Airlines, Pattern II, \$2,445,432; Capitol Airways, Pattern III, \$3,229,204; AAXICO Airlines, Pattern IV, \$4,615,738; AAXICO, Pattern V, \$559,594; AAXICO, Pattern VI, \$2,789,948; and AAXICO, Pattern VII, \$2,070,110.

Cargo Plane Production Being Readied By Ballard

The Ballard Aircraft Corp., Washington, D.C., has announced plans for a small, short-field, cargo airplane. According to Brig. Gen. Ray A. Dunn (USAF, ret.), executive vice president of Ballard, the plane, called The Loadmaster, employs the Burnelli "lifting body" design. Operating cost for such a plane, he said, would permit short-haul operators to compete with trucks.

The prototype, Loadmaster I, has flown, and has a Canadian airworthiness certificate.

Ballard's plans would put the Loadmaster II on the market first. The II is a 16,000-pound-payload aircraft powered by two conventional piston engines. The Loadmaster II can take-off from a 2000 foot runway and cruises at 230 mph for distances up to 1600 miles.

A turboprop version, Loadmaster III, is also planned. This version would haul a payload of 30,000 pounds for



Prototype, Loadmaster I, holds an airworthiness certificate from Canada

distances up to 1400 miles at a cruising speed of 285 mph. Takeoff roll on the Loadmaster III is 2000 feet.

All versions of the Loadmaster have a large rear door for straight in loading. High wing design puts the deck of the cargo hold at truck bed height. Depending on the needs of the operator, configuration of the plane can be modified to haul passenger, either alone or in combination with freight.

Because of the experience of building and flying prototypes, Dunn indicated production of Loadmasters could start as soon as financing was arranged.

Rules Eased For Escorts On All-Cargo Planes

Federal Aviation Agency has loosened restrictions applying to the carriage of persons, other than crewmembers, aboard all-cargo aircraft.

Carriers will be excused from certain restrictions when carrying the following persons aboard an airplane engaged in all-cargo operation: (1) animal attendants or other attendants necessary for the safety of the airplane while (a) in the performance of such duties or (b) traveling to or from such duty assignment where the air carrier finds other means of transportation are not practicable; and (2) security or honor guards for shipments made by or under the authority of the federal government.

AEI's European Conference Launches Air Freight Drive

Air Express International Corporation has kicked off a drive to boost international air freight traffic with a four day conference in Amsterdam, Holland. Some 50 headquarters and European national executives including agency representatives of the forwarding firm attended the meeting.

As defined by AEI, purposes of the parley were three pronged; (1) to promote better understanding and relationship between all members of the AEI family; (2) to discuss ways and means to improve all services; and (3) to agree on an overall sales program.

According to AEI's executive vice president Alvin B. Beck, "This is the start of a closely coordinated program designed to promote more international air trade between the West European countries on the one hand, and the United States and the rest of the world on the other. We expect to accomplish this through mutual assistance and cooperation. It will involve streamlined sales and traffic procedures, and an intelligent educational program geared to the specific interests of shippers."

Continuing, Beck said "This also is the start of the Jet Age, and AEI and its loyal agents do not propose to be caught short by underestimating the fast growing impact on international air trade."

SAS Reservation System Caters To The Shipper

With an eye to the shipper, Scandinavian Airlines System has unveiled a speedy method of making cargo reservations by teletype. The network links SAS offices on five continents permitting the airline to maintain continuous control of the movement of cargo.

SAS said the new reservations system "will offer cargo customers a highly expanded service with quicker booking confirmations, higher speed of message transmission, and added routing facilities."

The airline's future plans call for the introduction of automatic cargo bookings using a new "electronic brain" reservations system.

New York Cargo Club Elects New Officers

The Air Cargo Sales Club of New York has held its second annual election. Alvin C. Shweizer of TACA International Airlines was elected president. Other new officers include Herb Borneman, the Flying Tiger Line, vice president; Robert D. Havenstein, National Airlines, Treasurer; and James Distefano, Braniff Airways, secretary. Newly elected to the Board of Directors are William Nash, KLM Royal Dutch Airlines and James McQuade, New York Airways.

The club was founded to provide a forum in which to discuss ways and means of promoting air freight and developing air freight sales techniques on an industry-wide basis.

Chicago Cargo Club Elects New Slate

The Chicago International Air Cargo Sales Club has elected its new slate of officers for the 1959-60 term. The new

Officers include: Matt Guzik, Japan Air Lines, president; Joe Kelly, United Air Lines, first vice president; Bill Scott, Northwest Orient Airlines, second vice president; and Mell Yarle, Pan American World Airways, secretary-treasurer.

The club is made up of a group of air cargo sales representatives from twenty-five domestic and international airlines in Chicago.

Emery Speeds Delivery On Foreign Auto Parts

Emery Air Freight Corporation assures American owners of foreign-made automobiles that they can now get 24 hour delivery on replacement parts from overseas.

John C. Emery, Jr., vice president of sales stresses that there is no lag in delivery at any stage from the time the shipment is picked up from the manufacturer in Europe, until it is delivered to the dealer in the U.S.

"Under the 'single carrier' system, air-surface transportation is coordinated at all points between the shipping and receiving ends," Emery said.

Three Cartage Contractors Join 10-Year Roll

In July, three more air freight cartage contractors for the scheduled airlines will mark 10 years of continuous service to the scheduled airline air freight industry. Joining the list of nearly 100 contractors with 10 years or more of service with Air Cargo, Inc. are: Groome Transportation Company, Richmond, Virginia (headed by Harold Groome), July 11; Shore Line Express, New Haven, Conn. (headed by William Florio), July 18; and Bilkays Express Co., Inc., Newark, N.J. (headed by Bill Kortenhaus), July 30.

Scheduled Airlines Plan Cargo Clearing House

The scheduled airlines, in conjunction with the Air Traffic Conference, hopes to establish an air charter exchange called Volumair, if Civil Aeronautics Board approves. The exchange will serve as a central clearing house in the availability of aircraft for movement of both passengers and cargo.

In the event an airline receives a request for a charter, and cannot furnish all the seats or cargo space required, Volumair could be used to query other carriers on space and price. The exchange will not become involved in actual pricing of movements, but merely transmit price quoted by interested carriers to the requesting carrier. No airline's equipment will be assigned to Volumair nor will it attempt to control or keep track of the movements of aircraft.

JULY, 1959

JAL's New Idlewild Office Bids For Orient Traffic

Japan Air Lines has opened a new cargo office at New York's Idlewild Airport. The new cargo office was opened to expedite customs clearance and delivery of JAL cargo from Japan and Southeast Asia for shippers in those areas and for consignees in and around New York. The office will also offer additional facilities for cargo shipped to the Orient.

Address of the new office is Cargo Building 84, New York International Airport, Jamaica 30, New York.

Dublin Airport Boasts New Cargo Terminal

A new air cargo terminal building has been added at Dublin Airport. The terminal will house all Irish Air Lines air cargo sections.

Partially a conversion of an existing hangar, the new building will be used as a cargo shed with export and import areas and customs facilities. Three wings added to the hangar will accommodate customs, agents and airline cargo staff and will provide space for storage areas.

Commerce Dept. Probes U.S. Transportation Needs

The Commerce Department is undertaking an overall look at the transportation needs of the U.S. According to Dr. Ernest J. Williams, who is managing the study, the first objective will be "to spell out a desirable direction" for future government policy.

Thrust of the study will be fivefold: (1) projection of U.S. transportation

needs over the next 10 years; (2) exploration of policies now in force in the various transportation fields; (3) determination of what transportation will be available in 10 years if current policies are continued; (4) determination as to whether deficiencies will exist between the needs and what will be available, and (5) recommendations to correct deficiencies.

The Williams group will be searching for policies which will produce "a competitive neutrality among the various forms of transportation." Ideally, the "neutrality" section would gather in "many strands" of government policy, including not only regulatory policy but also government provision of facilities, subsidies, tax policies and the "whole set of issues that is associated with alleged indirect subsidies."

Hoffa Announces Plans To Organize Air Freight

James R. Hoffa, boss of the Teamsters Union, has announced that his union will soon choose a national committee to plot a campaign to organize the air freight industry.

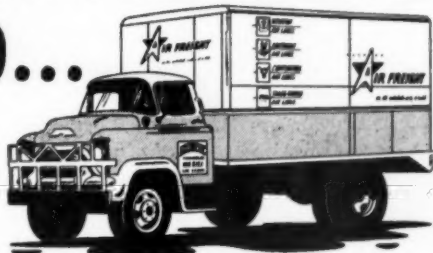
"The whole idea," Hoffa said, "is that the airlines are planning to convert their DC-6s and DC-7s into freight carrying craft."

"This means that when the 1960 period hits, the air freight industry is going to mushroom, and we don't want to be caught short when that time comes."

At AIR CARGO press time, further details were not available, but earlier reports from the Teamsters indicate a particular interest in air freight handlers at airport terminals.

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air freight to or
from Los Angeles



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- ✓ Provides better customer service

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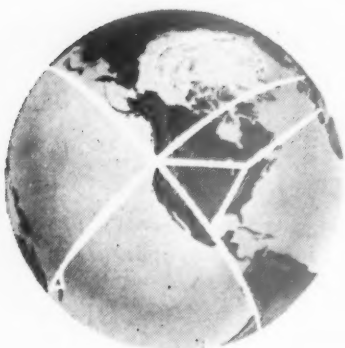
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Fast, regular C.P.A. flights leave Vancouver for the Fiji Islands, Australia and New Zealand. In all cases the one carrier is used, speeding your shipments straight to the point.

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For full schedule information, consult your Cargo Agent or any Canadian Pacific office.

Canadian Pacific AIRLINES

WINGS OF THE WORLD'S GREATEST TRAVEL SYSTEM

Plan Ahead With Confidence

**With Reserved Air Freight, space is held for cargo
in the same manner that a passenger reservation
holds an airline seat.**

RESERVED AIR FREIGHT occupies the same place in United Air Lines customer relations as does a passenger reservation. The cost to the customer for either air freight or passenger reservations is the same—nothing.

But, before getting into the details, it would be well to briefly review what led up to the development of Reserved Air Freight.

The entire airline industry as it exists today had its beginnings in the transportation of air mail. Air mail service was inaugurated between New York and Chicago on July 1, 1919. By September of 1920, transcontinental air mail service was a reality. It was accomplished by flying the mail during the day and transferring it to the train at night in order to maintain the fastest possible schedule. This combination of service resulted in an elapsed time of only 82 hours for the coast to coast movement of an air mail letter. Compare this with the 4 hours of today's jet service.

The struggling industry gradually made an impact in the business world, as well as in the personal lives of Americans through the first-hand experience of air mail letters. People soon began to personalize this speed, and the demand for transportation of passengers began to develop which resulted in the first carriage of passengers who sat on the mail pouches for a not too comfortable, but a relatively fast trip. Speed of

transportation of people and mail by air soon developed a new need for the transportation of property even though in small quantities; Air Express was the result.

As the air mail, air express and passenger demand increased, larger aircraft were developed. By 1943 United Air Lines was able to inaugurate transcontinental all-cargo schedules in converted DC-3 aircraft. It was in this period that the airline industry as a whole mushroomed at a fantastic rate through the development of large four-engine aircraft such as the DC-6 and the Lockheed Constellation. These airplanes were capable of carrying as many as 58 to 60 passengers plus as high as 9,000 pounds of cargo as compared with their predecessor, the 21-passenger DC-3 with its 1000-pound capacity. The ability to carry increased volumes made possible the development of air freight in 1944.

Air freight, as first conceived and developed, was to be handled on a space available basis after air mail and air express. It soon became apparent to many industries that air freight presented an ideal means for cutting down inventory costs, storage costs and obsolescence costs through the routine day in and day out use of air freight.

All certificated airlines are required by law to give first priority to the handling of air mail with air express a close second. It became apparent to United Air Lines that the lower priority of air freight made it imperative



By E. C. MITCHELL

E. C. Mitchell, superintendent of cargo service for United Air Lines, joined United in 1941, two years after graduating from the Armour Institute of Technology. His first assignment with United was to prepare specifications for aircraft interiors and cargo compartments. In 1947, he was named assistant director of cargo service; a year later, director. He has been superintendent of cargo service since 1954.

to establish a system whereby the shipper could be assured of orderly handling and routine movement of his shipment in advance. Reserved Air Freight in United has been tailored to set up space on specific flights in exactly the same fashion as passenger reservations are handled, and United has agreements with many foreign carriers which permit the reservation of space to almost any foreign destination from any point on United's system.

Any Local Office Can Handle

A call to any local UAL air freight office will put the shipper in touch with an air freight agent, who not only is in a position to quote rates and other information of interest to a shipper, but who can also confirm reserved air freight space on specific flights.

If the space is not available on the specific flight at the time the request is made, the agent is in a position to offer alternate space. In many instances, the agent can confirm space while the customer is on the telephone. In some cases it will be necessary for the agent to call back after he has contacted our central space control office, located at our operating base in Denver, Colorado. The Customer Service Center in Denver is connected by direct telephone line with all of our major air freight cities and by teleprinter with all other cities on our system.

The Customer Service Center is actually the wholesaler of space in United. It controls all air freight space on the system, and has the responsibility for determining cargo space availability on all of our route segments and all of our flights.

After the establishment of total cargo lift available, routing schemes are developed in order that freight will be placed aboard the appropriate aircraft to insure its most expeditious delivery at destination. In some cases, this means holding cargo at origin for a non-stop flight which eliminates enroute handling and offers a better over-all service to the customer.

In 1953, United inaugurated reserved air freight on

certain flights. It was later expanded to include all flights on United's system, including both combination passenger and cargo, as well as all-cargo flights.

The Operations Planning Center located in Denver maintains a group who monitors the daily, hour to hour, movement of air freight and more specifically, the routing of reserved air freight on a systemwide basis. It is this Center's responsibility, not only to wholesale reserved air freight space to the stations, but also to assist in the effective follow-through.

For example, a shipment might involve an enroute transfer. Should a situation develop where the transfer cannot be made because of irregular operation due to weather or some other cause beyond our control, this group must assist the station in setting up a new routing to protect the reserved air freight movement through to destination. This might involve an unscheduled stop, holding a flight or rearranging the space allocation.

There are very tangible differences in the service of reserved as opposed to regular air freight. Both satisfy different but specific shipper needs.

All air freight, including Reserved Air Freight, provides an actual door to door service at the customer's option. Air freight tariffs are based upon airport to airport rates in every airline city in the nation. There is a pick-up and delivery contractor who is equipped to handle both pick-up and delivery of air freight on a regularly scheduled basis depending upon the needs of the city involved.

PU&D Handled By Contractors

In general, the pick-up and delivery contractor picks up customers' freight during the day and delivers it to the airline specified by the customer sometime in the late afternoon or early evening. In the larger cities he may make more frequent trips to the airport. In the morning he makes an early call at all of the air carriers airport offices to accept any freight scheduled for delivery in the regular pick-up and delivery zone. All of this service is covered in the Air Freight Pick-Up and Delivery Tariff so that it is possible to determine just what service is available at any city as well as the charges for performing the service.

To provide uniformity between air carriers, all of the scheduled airlines in the United States have formed a wholly owned subsidiary called Air Cargo, Inc. It is the sole responsibility of Air Cargo, Inc. to negotiate pick-up and delivery contracts to fit customer needs as well as airline requirements. A very substantial portion of consignors and consignees utilize the pick-up and delivery service. Others, for reasons of their own, utilize their own equipment to pick-up or deliver a shipment.

After air freight has been accepted at a station, a general plan for air lifting the shipment is established. In the case of UAL, the cargo allocation and routing guide provided by our centralized space control unit makes it possible for the air freight agent to provide a good estimate as to when a particular shipment moving as regular air freight will depart. A shipment which is accepted at 6:00 p.m., for instance, might move on any one of five or six different flights after 6:00 p.m. but before 2:00 a.m. the following morning.



Reserved Air Freight shipments have been processed and loaded aboard a cargo cart. Application of the "RAF" labels marks these shipments as ready to go.



Using United's private leased wire system, an air freight agent requests additional Reserved Air Freight space for future movement of a customer's goods.



The cargo planner in the Customer Service Center has complete records of space available, space sold, and other related information. His phone connects him with all major UAL freight offices.

This is the general plan for the handling of regular air freight.

Under some circumstances of extremely high volume, it might be possible to estimate that a given shipment would not move out of the station until the following day. In such cases, United advises the customer of the problem and either retains the shipment for later movement or reroutes it in accordance with the shipper's instructions. Thus, regular air freight is air lifted out of the station within a reasonable time after it is accepted but with no specific guarantee with respect to actual flight.

Reserved Air Freight, on the other hand, operates in an entirely different manner in that a specific flight or movement is confirmed to the customer prior to the acceptance of the shipment. This assures him that it will move out of the station as planned. Both types of air freight have a very definite place in the transportation picture.

Where the customer's needs might be met if a shipment arrives at destination at any time over a several hour spread, regular air freight serves the need. Where a specific deadline must be met in terms of a trucking problem, daily production problem or other customer need, then a freight reservation is the solution. It is interesting to note that very little reserved freight is what might be termed emergency type shipments. Instead, Reserved Air Freight is used most frequently by regular, recurring shipments. Typical examples of regular, recurring air freight movements include the entire perishable field, such as flowers from the west coast, live lobsters from the northeast, fashion dresswear from many points in the United States, electronic equipment utilized in daily production schedules, and radioactive shipments which are perishable rather than emergency in nature. This list is almost endless and it can readily be seen that each of these fields have developed a specific need for Reserved Air Freight movement.

To return to the actual handling of the Reserved Air Freight shipment—assume that a reservation has been made and that the customer has arrived at the airport with the shipment. First contact should be with the UAL air freight agent on duty. He receives the ship-

ment and is advised that this is for reserved air freight. He then checks the reservation to make certain that everything is in order. The standard airwaybill is prepared next if it has not been prepared by the shipper. Each piece of the shipment will be prominently identified with a large "RAF" sticker.

After the processing of the shipment is completed, it is loaded onto the specified flight. A record of this loading is given to the UAL Load Planner so that he can use it in preparing the Load Dispatch Message. This is a teletypewriter message which is sent to the next stop on the flight. This serves as an alert to the off-loading station. A copy of the message also goes to the Customer Service Center. This permits the Customer Service Center to maintain a routine follow-up and to generally keep abreast of the movement of the Reserved Air Freight shipment.

RAF Label Draws Attention

At the destination station, the shipment is unloaded from the airplane and returned to the air freight dock. Here again, the RAF sticker calls the agent's attention to the specific reservation features of this particular shipment. After an inspection, he notifies the consignee and determines whether the consignee will pick the shipment up himself or whether he wishes to have it delivered by our regular contract pick-up and delivery driver on one of his scheduled deliveries. The combined result of this handling provides a guarantee of consistent good customer service.

While the actual contact on a particular shipment probably would be made through the air freight agent, the Cargo Sales organization has the responsibility for the development and actual selling of air freight, including Reserved Air Freight. The reaction of Cargo Sales has been enthusiastic because of the dependable type of service rendered the customer under the Reserved Air Freight program.

United will shortly inaugurate jet service between larger cities which will result in an even greater expansion of Reserved Air Freight. This service will be available early this fall and will be a valuable adjunct to the present service.

The Cartageman's Role In Selling Air Freight

With his close and constant contact with the shipping public, the cartageman can be an effective air freight salesman, helping the airlines and himself.

By A. J. ROPER

President, Mercury Air Freight, Inc.
New York City

WHAT this country needs is wider usage of air freight.

The benefits are not one sided. Both the air freight industry and the shipper alike will achieve the same results—increased revenue.

The industry will naturally benefit from greater volume. As far as the shipper is concerned, he will reap his rewards by effectively cutting down on warehousing costs, overproduction and delayed payments resulting from slower means of transportation.

A surprising number of shippers still use air freight as an emergency means only and not as an integral part of their distribution program. As a result, these companies are not gaining the full economic benefits and their transportation costs consequently are higher than they should be.

How can the shipper know of the benefits of getting his merchandise to its destination quicker, of decreased packaging problems? How can the shipper think of air freight as a part of his whole distribution concept instead of an emergency method unless he knows about the total concept advantages of using air freight? How can the shipper cut his overall shipping cost when he uses air freight only occasionally?

The answer lies in knowledge.

The carriers have been working hard to inform the public of what services are offered. With the airlift currently available, however, and with new equipment constantly being put into service, there is an even more urgent need to spread air freight information to even more places, and at a greater rate.

Intensive communication efforts must be exerted by the entire industry without delay if the full potential of the

available airlift is to be realized.

An important contribution to this all-out educational effort can be made by the cartagemen, who are in a unique position. The ground carriers are local operations with constant contact with the shipping public in their daily pick-up and deliveries of shipments.

In addition, the cartagemen have a great deal to gain from participation in the air freight industry's selling efforts, since the increased traffic generated by airlines will ultimately result in increases in the freight which all cartagemen will carry on the ground.

Furthermore, since most cartagemen operate other types of services, the promotion of air freight can also serve as a door-opener for developing business for other divisions.

The ability of the local cartageman to sell air freight has been clearly demonstrated by Mercury Air Freight's experiences in New York, where a program to help spread the word concerning air freight was inaugurated several months ago to implement the activities performed by the carriers in this area. Perhaps some of the techniques employed and being planned here can be helpful to other cartage contractors in establishing their own information programs:

1. Field representatives make regular calls on shippers offering them complete information on air freight. Each representative has a presentation book which contains literature from all carriers. This material is constantly being received from the carriers who serve New York. The representatives are prepared to answer all questions concerning shipping problems and are trained to check with an authoritative source at the company if they are faced with

a question which they cannot readily answer.

2. A constant stream of direct mail concerning air freight is sent regularly. Air freight material is used as bill enclosures. These mailings are also sent to some 7000 Mercury customers served by other divisions of the company. Here is another reason why the cartageman can be so helpful in the development of additional air freight customers, since his contacts with his customers can reach a segment of the public that is not normally contacted by the carriers.

3. A driver training program was established. The driver is the one person who is regularly in contact with the public. All drivers are kept up to date concerning air freight and are trained to properly reply to shipping questions or to check the company for immediate answers. Drivers are also encouraged to stop in at non-customers when nearby and to leave air freight material with them.

4. Special material is prepared and distributed giving specific information which can be kept for easy reference. Currently being distributed is a Routing Guide and plans call for the preparation and distribution in the future of information on such topics as packaging requirements, weight limitations and other check-list type information.

5. Regular release of news stories and placement of feature articles in the general and business press is conducted as part of a carefully planned public relations program. In addition to informing the public concerning the movement of air freight on the ground and offering information concerning how to get the most out of air freight, availability of printed material, such as

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U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted

- Ⓢ indicating freight service only or
- Ⓜ indicating express service only.

CARRIERS. The two letter code of carrier providing service for each city is designated. Each carrier provides express and freight service unless noted by

- Ⓢ indicating freight service only or
- Ⓜ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted without advance arrangement.

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city without advance arrangement. **HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.**

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by

- A—available at airport and in city
- C—available in city only.

CUSTOMS FACILITIES.

- A—available at airport only
- C—available in city only
- AC—available in city and at airport

Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) RATES.

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ABERDEEN, N. C.	SOP	See Pinehurst, N. C.									
ABERDEEN, S. D.	ABR	NO								No Service Available	
ABERDEEN, WASH.	WOM	WC	General 8-6661.	3	150	C	A	C		No Service Available	
ABILENE, TEXAS.	ABI	CO	OR-3-2587	9,3	200	A	A	DAL	G	.40	1.00
ADA, OKLAHOMA	ADH	CN	FEderal 2-5787	3	200	C	C	DAL		No Service Available	
AINSWORTH, NEB.	AIN	FL	373	3	200			DEN		No Service Available	
AKLAVIK, N.W.T.	LAK	AA		1,3,6,9	250		A	AC		.65	1.75
AKRON, OHIO	CAK	CA		3,4	250	C	A	AC		.65	1.75
		EA		9,19	200	C	A	AC		.65	1.75
		FT								.50	1.50
		UA								.65	1.75
ALAMAGORDO, N.M.	HON	CO	HEmlock 7-5710.	22	200	C	A	ELP		.50	1.10
ALAMOGA, CALIF.	ALS	FL	JU 9-6311	3	200	C	A	DEN		No Service Available	
ALBANY, GA.	ABY	EA	HE-2-0529	9,19	200	C	A	DHN		.45	.95
		SO	HE-6-2418	3	100	C	A	DHN		.45	.95
ALBANY, N.Y.	ALB	AA	Union 9-5321.	9	250	C	C	AC	G	.60	1.40
		EA	Union 9-5361.	7,8,19	200	C	C	AC		.60	1.40
		FT	Albany 4-8223							.60	1.40
		MD	Union 9-5339.	9,3	200	C	C	AC		.60	1.40
		TW	Union 9-5379.	19	400	C	C	AC		.60	1.40
ALBANY, ORE.	CVO	WC	Plaza 3-4232	3	150	C	A	PDK		No Service Available	
ALBUQUERQUE, N.M.	ABQ	CO	CHapel 2-5219	9,3,22	200	A	A	ELP	G	.40	.85
		FL	CHapel 7-1473	3	200	A	A	ELP		.40	.85
		TW	3-1709	8,7	250	A	A	ELP		.40	.85
ALEXANDRIA, LA.	AEX	DL	4471	9,3	300	C	C	BTR		.60	1.20
ALLENTOWN, PA.	ABE	TT	CO-4-0557	19	200	A	A	PHI	G	.50	1.25
		EA	COngress 4-0597	19	400	A	A	PHI		.50	1.25
		UA	COngress 4-0512	9,6	300	A	A	PHI		.50	1.25
		WA	353	3	200	C	C	DEN		No Service Available	
ALLIANCE, NEB.	AIA	TT	See Bryan, Tex.							No Service Available	
ALPINE, TEX.	MRF	AL	HO-5-2044	3	150	C		PIT	G	.55	1.75
ALTOONA, PA.	AOO	BN	DR-6-9373	9,3	500	C	C	DAL	G	.80	1.35
A AND M COLLEGE, TEX.		CN	DRake 3-5830.	3	200	C	C	DAL		.80	1.35
AMARILLO, TEX.	AMA	CO	DR 3-4326	3	200	C	C	DAL		.80	1.35
		TW	DRake 2-5517	8	250	C	C	DAL		.80	1.35
ANAHEIM, CALIF. *	ANA	LX		20	200	C		LAX		Los Angeles Area	
ANCHORAGE, ALASKA	ANC	AS	2-0131	3,4	1000	A	A	AC		1.00	2.00
		CD		3		A	A	AC		1.00	2.00
		FN	41661	6,10,15A	2000	A	A	AC		1.00	2.00
		EA	27931	16,4,8		A	A	AC		1.00	2.00
		FN	CA-4-0231	19	200	C	A	ATL	G	.35	
ANDERSON, S.C.	AND	EA	See Detroit, Mich.								
ANN ARBOR, MICH.		PA	Adams 6-8238	4,6,10,15,2	1500						
ANNETTE ISLAND, ALASKA	ANH	SO	Adams 6-8238	3	100					No Service Available	
ANNISTON, ALA.	ANB	BL	Apple Valley 7-2029	3	200		A	LAX		No Service Available	
APPLE VALLEY, CALIF.	APV	PC								No Service Available	
ARCATA, CALIF.	ACV	CP		1,3,6,9	200						
ARCTIC RED RIVER, N.W.T.	AYD	CN	141	3	200	C	C	DAL		No Service Available	
ARMORE, OKLA.	AFD	CA	2-2404	3	150	A	C	INT	G	.60	1.20
ASHEVILLE, N.C.	AVL	DL	AL-2-7601	3	200	A	C	INT		.60	1.20
		FL	AL 25061	3	100	A	C	INT		.60	1.20
ASHLAND, KY.	HTW	EA, PI								Apply Huntington Rates	
ASTORIA, ORE.	AST	WC	Walnut 1-2551	3	150	C	A	C		No Service Available	
ATHENS, GA.	AHN	SO	LI-81364	3	100	C	A	ATL		.65	1.25
ATHOL, MASS.	ORE	See Orange, Mass.									
ATLANTA, GA.	ATL	AX	Popular 6-8356	1	6000	A	A	C	G	.50	1.55
		CA	Poplar 1-8811	3,22,8	250	A	A	C		.50	1.55
		DL	Poplar 6-5315	9,3,5,10,8,19,1-A	6000	A	A	C		.50	1.55
		EA	PO-7-0221	7,8,16,10,19,52,9	500	A	A	C		.50	1.55
		RD	Poplar 6-2711	1	6000	A	A	C		.50	1.55
		SO	Poplar 6-5321	3	200	A	A	C		.50	1.55
		TW	Popular 6-9655	7	250	A	A	C		.50	1.55
ATLANTIC CITY, N.J.	ACT	AT	Pleasantville 2458	3,19	150	A	A	PHI		.55	1.10
		EA	Pleasantville 2500	19	200	A	A	PHI		.55	1.10
AUBURN, ME.	LEW	See Lewiston, Me.									
AUGUSTA, GA.	AGS	DL	2-8814	9,3	300	C	A	ATL	G	.75	1.50
		EA	2-4684	19	200	C	A	ATL		.75	1.50
AUGUSTA, ME.	AUG	NE	Mayfair 2-1351	3	200	A	C	PWM		.50	1.00
AUSTIN, TEX.	AUS	BN	HO-5-5461	9,3	200	A	C	SAT	G	.50	1.25
		CO	HO-5-6515	9,3	200	A	C	SAT		.50	1.25
		TT	HO-5-6538	3	150	A	C	SAT		.50	1.25
BAIE COMEAU, P.Q.	YBC	QRA		3	400						
BAKER, ORE.	BKE	WC	ENT 461	3	150	C	C	PDK		No Service Available	
BAKERSFIELD, CALIF.	BFL	UA	Export 9-2921	9	200	A	C	LAX	G	.40	.95
		PC	Export 9-1771	3,19	200	A	C	LAX		.40	.95
BALTIMORE, MD.	BAL	AA	Saratoga 7-3210	9,15,50A	6000	A	A	C	G	.75	1.60
		AL	Southfield 1-1300	3	150	A	A	C		.75	1.60
		AX								.75	1.60
		CA	Saratoga 7-1063	4,22	250	A	A	C		.75	1.60
		DL	Southfield 6-2100	8	200	A	A	C		.75	1.60
		EA	Mulberry 5-7718	19,7,8,10	200	A	A	C		.75	1.60
		MA	Southfield 1-0603	9,6	200	A	A	C		.75	1.60
		NE	(Service Suspended)								
		RD	(Service Suspended)								
		TW	Saratoga 7-1303	8,19,50	400	A	A	C		.75	1.50
		UA	Plaza 2-0206	9,10	300	A	A	C		.75	1.50

(Concluded)

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U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maxi- mum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
CARMEL, CALIF.		See Monterey, Calif.									
CASPER, WYO.	CFR	FL	2-7135	3	200	C	C	DEN		.50	1.35
		WA	3-3777	9	200	C	C	DEN		.55	1.35
CASTLEGAR, B. C.	YOG	CP		9	200	C	C				
CEDAR CITY, IOWA	CDC	BL	Juniper 6-9741	3	200	C	C	LAX		No Service Available	
CEDAR FALLS, IOWA		See Waterloo, Iowa									
CEDAR RAPIDS, IOWA	CTD	UA	Empire 4-2481	9	200	C	C	OMA	G	.55	1.10
		OZ	Empire 2-1103	3	200	C	C	OMA	G	.55	1.10
CHADRON, NEB.	CDR	FL	HE 2-2055	3	200	C	C	DEN		No Service Available	
CHAMPAIGN, ILL.	CM	OZ	6-7271	3	200		A			.65	1.25
CHARLESTON, ILL.		See Mattoon, Ill.									
CHARLESTON, S.C.	CHS	DL	4-2567	9	300	A	C	C	G	.75	1.50
		EA	4-3311	19,9,10	200	A	C	C		.75	1.50
		NA	Sherwood 4-6256	9	200	A	C	C		.75	1.50
CHARLESTON, W. VA.	CHW	AA	Dickens 6-6204	9	300	A	A	CVG	G	.55	1.45
		CA	2-8007	3,22,8	250	A	A	CVG		.55	1.45
		EA	DI-6-0308	19,7,9	200	A	A	CVG		.55	1.45
		PI	Dickens 6-0691	3	150	A	A	INT	G	.50	1.45
CHARLOTTE, N.C.	CLT	CA	Express 9-0773	3,22	4000	A	A	INT		.50	1.25
		DL	Express 9-0487	9,8,1-A	500	A	A	INT		.50	1.25
		EA	EX-9-3331	8,16,7,19,9,10	100	A	A	INT		.50	1.25
		FI	Express 9-3371	3	100	A	A	INT		.50	1.25
		GO	EX-9-7474	3	100	A	A	INT		.50	1.25
CHARLOTTETOWN	YYQ	MAR	7361	1,3,4	500	A	A	A		.70	1.40
CHARLOTTESVILLE, VA.	CHO	PI	3-5158	3	100	C	C	DCA		.65	1.30
CHATTANOOGA, TENN.	CHA	BN	MA 23701	9	200	C	C	C	G	.65	1.30
		CA	9-3103	22,8	250	C	C	C		.65	1.30
		DL	MA-2-8336	9,3	400	C	C	C		.65	1.30
		EA	MA-9-6101	19,9,7,10	200	C	C	C		.65	1.30
CHEBOYGAN, MICH.	PLN	CA	1499	3,4	150	C		C		.35	.75
CHEYENNE, WYO.	CYS	FL	2-0551	3	200	A	C	DEN	G	.60	1.25
		UA	7-7722	9	200	A	C	DEN		.60	1.25
		WA	8-8916	6	200	A	C	DEN		.60	1.25
CHICAGO, ILL. Midway Airport	MDW	AA	Reliance 5-8100	9,5,15,10,52	10000	A	A	AC	G	.70	1.75
		AF	State 1-1250	7	200	A	A	AC		.70	1.75
		BN	Portsmouth 7-5028	9,1,3,5,10,8	2000	A	A	AC		.70	1.75
		CA	Portsmouth 7-2266	3,4,22	250	A	A	AC		.70	1.75
		CO	Midlow 5-6800	10,22	6000	A	A	AC		.70	1.75
		DL	PO-7-1900	9,5,10, 1-A	200	A	A	AC		.70	1.75
		EA	Reliance 5-2211	10,8,7,19,52,9	10000	A	A	AC		.70	1.75
		FT	Portsmouth 7-8200	23	200	A	A	AC		.70	1.75
		LC	Financial 6-0696	3	200	A	A	AC		.70	1.75
		LH	Andover 3-6670	3	200	A	A	AC		.70	1.75
		NO	Dearborn 2-7522	3	200	A	A	AC		.70	1.75
		NW	Randolph 6-9562	11,10,4,6	300	A	A	AC		.70	1.75
		OZ	Midlow 5-1952	3	200	A	A	AC		.70	1.75
		JO	Midlow 2-4040	1	10000	A	A	AC		.70	1.75
		TC	Randolph 6-3644	22	200	A	A	AC		.70	1.75
		TM	Dearborn 2-7666	8,7,19	400	A	A	AC		.70	1.75
		UA	Portsmouth 7-5100	9,5,15,10,6	6000	A	A	AC		.70	1.75
O'Hara Field	ORD	AA	Gladstone 5-4308	9,5,50A	6000	C	A	C	G	.70	1.75
		BA	Dearborn 2-7744	10	1100	C	A	C		.70	1.75
		BN	GL-5-4310	3	200	C	A	C		.70	1.75
		CA	Portsmouth 7-2266	3,4,22	250	C	A	C		.70	1.75
		CO		50	500	C	A	C		.70	1.75
		DL	National 5-6600	9	300	C	A	C		.70	1.75
		EA	Reliance 5-2211	7,10,19	200	C	A	C		.70	1.75
		NO		3	200	C	A	C		.70	1.75
		NW		4	200	C	A	C		.70	1.75
		PA	DE 2-4900	10	600	C	A	C		.70	1.75
		TM	Dearborn 2-7666	8,19,50	400	C	A	C		.70	1.75
		UA	Gladstone 5-3125	9,5,10	400	C	A	C		.70	1.75
CHICO, CAL.	CIC	PC	Firelake 2-3007	3,19	200	C	C	C		No Service Available	
CINCINNATI, OHIO	CVG	AA	Dixie 1-5600	9,5,10,15	6000	C	C	FO	G	.65	1.60
		AX-(Service Suspended)									
		DL	Dixie 1-5884	9,1-A,2,5,10,19	6000	C	C	C		.65	1.60
		EA									
		PI	Garfield 1-1315	3	100	C	C	C		.65	1.60
		RE-(Service Suspended)									
		TM	Dixie 8974	9,3,8,19	400	C	C	C		.65	1.60
		CA	Victor 2-3531	3	150	C	C	FT		.70	1.40
CLARKSBURG, W. VA.	CKB										
CLARKSTON, WASH.	LWS	See Lewiston, Idaho								No Service Available	
CLARKSVILLE, TENN.	CKV	OZ	Idlewood 9-5188	3	200					No Service Available	
CLEARFIELD, PA.	RSB	See Philipsburg, Pa.									
CLEARWATER, FLA.	PKE	See St. Petersburg, Fla.									
CLEVELAND, OHIO	CLE	AA	Obchard 1-5421	9,5,10	600	A	A	AC	G	.85	1.95
		AL	Tower 2-0216	3,19	150	A	A	AC		.85	1.95
		AX-(Service Suspended)									
		CA	Clearwater 1-0913	4,8,22	250	A	A	AC		.85	1.95
		EA	CL-1-8870	9,7,19,52,10	200	A	A	AC		.85	1.95
		FT	Winton 1-5777	23	10000	A	A	AC		.85	1.95
		LC	Clearwater 2-5050	3	200	A	A	AC		.85	1.95
		NW	Winton 1-2442	11,6	300	A	A	AC		.85	1.95
		RD	Clearwater 2-4270	1	6000	A	A	AC		.85	1.95
		TC	Superior 1-5595	22	200	A	A	AC		.85	1.95
		TM	Winton 1-9700	8,19	400	A	A	AC		.85	1.95
		UA	Clearwater 1-5201	9,5,15,6,10	6000	A	A	AC		.85	1.95
CLIFTON, ARIZ.	CFT	FL	University 4-4908	3	200	A	A	DUG		.45	.85
CLINTON, IOWA	CWI	OZ	Chapel 3-1222	3	200	C				No Service Available	
CLINTONVILLE, WIS.	CLI	NO	2210	3	200	C				No Service Available	
CLOVIS, N.M.	CVS	CO	Sunset 4-3528	9,3	200	C	C	ELP		.45	.85
CODY, WYO.	COD	FL	103	3	200			GTF		No Service Available	
COEUR D'ALENE, IDA.	COE	WC	Mohawk 4-5313	3	150	C	C	GEG		No Service Available	
COLLEGE STATION, TEX.	CLL	See Bryan, Tex.									
COLORADO SPRINGS, COLO.	COS	BN	ME 4-6321	9	200	A	C	DEN	G	No Service Available	
		CN	MEIrose 5-1586	3	200	A	C	DEN	G	No Service Available	
		CO	MEIrose 3-6688	9,3,22	200	A	C	DEN		No Service Available	
		OZ	Gibson 3-4173	3	200	A	C	DEN		No Service Available	
		DL	4-3186	9,3	400	C	C	ATL	G	.50	1.10
		EA	6-1603	19	200	A	C	ATL		.50	1.10
COLUMBIA, MO.	CBI	DL	FA-7-7458	9,3	400	C	A	ATL	G	.50	1.00
COLUMBIA, S.C.	CAE	EA		19	200	C	A	ATL		.50	1.00
COLUMBUS, GA.	CSG	SO	FA-4-2493	3	200	C	A	ATL		.50	1.00
		SO	FA-8-4900	3	100					No Service Available	
COLUMBUS, MISS.	URS	AA	Belmont 1-8277	9,5	600	A	C	C	G	.70	1.75
COLUMBUS, OHIO	CMH	AX-(Service Suspended)									
		DL									
		EA	7-2626	3,5	300	A	C	C		.70	1.75
		LC	Belmont 5-8661	3	200	A	C	C			

(Continued on next page)

U.S.A. AND CANADIAN CITY DIRECTORY

City and Delivery	City	Code	Carriers	Air Freight Telephone	Aircraft and Maximum Size	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
											Per 100 Lb.	Minimum
1.35	ALBANY, OHIO	CMH	FI.	Belmont 7-2585.	3	100	A	C	C	G	.70	1.75
1.35	(concluded)		RD (Service Suspended).									
1.35			TM.	Capital 1-7866.	9,3,8,7,19,2.	3000	A	C	C		.70	1.75
			UA.	BE 7-3711.	5,6	200	A	C	C		.70	1.75
1.10	ALBANY, N.H.	CON	NE.	Capital 5-9531.	3	200	A	A	PWM		No Service Available	
1.10	ALBANY, ORE.	OTH	See North Bend, Ore.								No Service Available	
1.10	ALBANY, KY.	LOZ	See London, Ky.									
	ALASKA	CDV	PN.	15.	4,8						1.00	1.00
1.25	ALBANY, N.Y.	ELM	See Elmira, N.Y.									
1.25	ALBANY, CALIF.	CNF	IX.		20.	200						
1.25	ALBANY, TEX.	CRP	BN.	TU-3-8431.	9,3	500	A	A	C	G	.50	1.00
			EA.	TU-4-0331.	19,9.	200	A	A	C		.50	1.00
			TT.	TU-2-7458.	3	150	A	A	C		.50	1.00
			FL.	Logan 5-3032.	3	200	C		DEN		No Service Available	
1.45	ALBANY, ORE.	GRZ	See Albany, Ore.									
1.45	ALBANY, IOWA	CBF	See Omaha, Neb.									
1.45	ALBANY, B.C.	YXC	CP.	JU 6-4844.	9	200	C	C			.60	
1.45	ALBANY, CAL.	CEC	PC.	2771.	3,19.	200	C	C	OTH		No Service Available	
1.45	ALBANY, MD.	CBE	AL.								.50	1.00
1.25	ALBANY, MONT.	CTB	WA.	West 8-2111.	9	200	C	C	A		.35(D)	.75(D)
1.25	ALBANY, TEX.	DAL	AA.	FL-7-7391.	9,5,15,10,52.	10000	A	A	C	G	.45	1.25
			BN.	FL-1-5522.	9,1,3,5,10.	2000	A	A	C		.45	1.25
			CO.	FL-2-5601.	9,3	200	A	A	C		.45	1.25
			CN.	FL-2-2609.	3	200	A	A	C		.45	1.25
			DL.	Fleetwood 2-2631.	9,1-A,5,10,8.	6000	A	A	C		.45	1.25
			TT.	FL-1-5334.	3	150	A	A	C		.45	1.25
1.30	ALBANY, ILL.	DNV	LC.	6-4727.	3	200	C					
1.30			OZ.	2711.	3	200					.60	1.25
1.30	ALBANY, VA.	DAN	EA.	7640.	19.	200	C	C	RIC	G	.55	1.10
			FI.	SW 2-8571.	3	100	C	C	RIC		.55	1.10
1.25	ALBANY, IOWA	MLI	See Moline, Ill.									
1.25	ALBANY, Y.T.	YDA	CP.	CPA	3	200	C	C			.25	.60
1.25	ALBANY, B.C.	YDA	CP.	55.	6,9		C	C			15 lb.25	50 lb.50
1.25	ALBANY, OHIO	DAY	DL.	Twin Oaks 8-5511.	9	300	C	A	C	G	.60	1.45
			LC.		10,9.	300	C	A	C		.60	1.45
1.75			TV.	Twin Oaks 8-5857.	3	400	C	A	C			
1.75			UA.	HE 4053.	3,8,7,19.	200	C	A	C		.60	1.45
1.75	ALBANY, FLA.	DAB	EA.	CL-3-6541.	19,9,8,7.	200	A	A	C		.45	1.50
1.75			NA.	Clinton 2-0566.	9,17.	200	A	A	JAX		.45	1.50
1.75	ALBANY, ILL.	DEC	OZ.	3-7741.	3	200					.45	1.10
1.75	ALBANY, CALIF.	MRY	See Montrose, Calif.									
1.75	ALBANY, COLO.	MTJ	See Montrose, Colo.									
1.75	ALBANY		See Silver City, N. Mex.									
1.75	ALBANY, TEX.	SWI	See Sherman, Tex.									
1.75	ALBANY, COLO.	DEN	BN.	EA-2-7761.	9,5	500	A	A	C	G	.55	1.30
1.75			CN.	Dexter 3-4228.	3	200	A	A	C		.55	1.30
1.75			CO.	East 2-7771.	9,3,5,10,22.	200	A	A	C		.55	1.30
1.75			FL.	Florida 5-3515.	3	200	A	A	C		.55	1.30
1.75			TW.	Dukley 8-1606.	8,7	250	A	A	C		.55	1.30
1.75			UA.	Dexter 3-7744.	9,5,15,6,10	6000	A	A	C		.55	1.30
1.75			WA.	EA 2-1833.	6	200	A	A	C		.55	1.30
1.75	ALBANY, LA.		TT.		9,3	500	A	A	OMA	G	.45	1.00
1.75	ALBANY, IOWA	DSM	BN.	CH-3-0711.	9,3	200	A	A	OMA		.45	1.00
1.75			OZ.	Atlantic 8-3654.	3	200	A	A	OMA		.45	1.00
1.75			UA.	Des Moines 8-6711.	9,6	300	A	A	OMA		.45	1.00
1.75	DETROIT, MICH.	YIP	AA	Service suspended.								
1.75	(Willow Run)		CA.	Woodward 3-8900.	3,4,8,22.	250	A	A	AC		.65	1.75
1.75			DL.	HU-2-6771.	9,3,5	300	A	A	AC		.65	1.75
1.75			EA.	Logan 3-8400.	9,7,8,10,19,52.	200	A	A	AC		.65	1.75
1.75			LC.	Woodward 5-4700.	3	200	A	A	AC			
1.75			MO.	Hunter 3-3410.	9,3	200	A	A	AC		.65	1.75
1.75			NO.	Woodward 2-8090.	3	200	A	A	AC		.65	1.75
1.75			TW.	Woodward 2-7272.	9,8,19,3,7.	400	A	A	AC		.65	1.75
1.60	DETROIT (Metropolitan-Wayne County)	DTW	AA.	Hinter 2-6890.	9,5,15,10,52.	6000	A	A	C	G	.65	1.75
1.60			AL.	Whitney 1-2900.	3,19.	150	A	A	AC		.65	1.75
1.60			BOAC.	WO-3-3435.						G	.60	1.45
1.60			FT.	Logan 2-9520.	23.	10000	C	A	AC		.65	1.75
1.60			NW.	Logan 2-7110.	11,6,10,15A.	2000	A	A	AC		.65	1.75
1.60			PA.	Woodward 3-0800.	10.	600	C	A	AC		.60	1.55
1.60			RD.	Crestwood 8-1300.	1	6000	C	A	AC		.65	1.75
1.60			UA.	Hinter 3-3440.	9,5,15,10	3000	A	A	AC		.65	1.75
1.60	DETROIT LAKE, N.D.	DVL	NO.		3,9	200					No Service Available	
1.60	DETROIT, N.D.	DIK	FL.	5372.	3	200	A	C	OPK		No Service Available	
1.60	DETROIT, CALIF.		IX.		20.	200						
1.60	DETROIT, CAN.	DDC	CO.	Hinter 3-3321.	3	200	C	C	MKC	G	.65	1.25
1.60	DETROIT, ALA.	DHN	EA.	5-1200.	19,9.	200	A	A	PFN	G	.40	.85
1.60			SO.	2-4870.	3	100	A	A	PFN		.40	.85
1.60	DETROIT, ARIZ.	DUG	AA.	Empire 4-3437.	5	250	C	C	AC	G	.35	.75
1.60	DETROIT, WYO.	DOW	FL.	716.	3	200				DEN	No Service Available	
1.60	DETROIT, OHIO	PHD	LC.	New Philadelphia								
1.60				4-2729.	3	200						
1.60	DETROIT, PA.	PSB	See Philipsburg, Pa.									
1.60	DETROIT, IOWA	DBQ	OZ.	3-9441.	3	200	C	A			.65	1.50
1.60	DETROIT, MINN.	DLH	NO.	Randolph 2-6633.	3	200					.70	1.50
1.60	DETROIT, OKLA.	DUC	CN.	Alpine 5-5800.	3	200			DAL		.50	1.00
1.60	DETROIT, COLO.	DRO	FL.	Cherry 7-2395.	3	200	C	C	DEN		No Service Available	
1.60	DETROIT, N.C.	ROU	EA.		7,8,19,52.	200	C	A	RRU	G		
1.60			PI.		91981.	100	C	A	RED-R	G		
1.60	DETROIT, ONT.	YXR	TC.		22.	200	C	C			No Service Available	
1.60	DETROIT, PA.	ABE	See Allentown, Pa.									
1.60	DETROIT, WIS.	EAU	NO.	Temple 4-6633.	3	200					No Service Available	
1.60	DETROIT, TEX.	MMK	TT.	MU-6-3707.	3	150	C				No Service Available	
1.60	DETROIT, ALTA.	YXD	TC.	28131.	13,3,12,22,7.	200	C	C	C		.50	1.00
1.60			NW.	55-2120.	6,3	200	C	C	C		.50	1.00
1.60			WA.	Glendale 5-4197.	6	200	C	C	C		.50	1.00
1.60			CP.	554171.	1,3,9	1000	C	C	C		.25	.60
1.60			SO.	25111.	3	200					.75	1.50
1.60	DETROIT AIR FORCE BASE.	VPS	BL.	ELgin 2-4218.	3	200	C	C	SAN		No Service Available	
1.60	DETROIT, CAL.	IPL	TT.	UN 3-7273.	3	150	C		MEM		No Service Available	
1.60	DETROIT, ARK.	ELD	CA.	2396.	3	150	C	C	C		.40	1.00
1.60	DETROIT, N.C.	ECG	AA.	1100.	9	250	C		PIT		No Service Available	
1.60	DETROIT, VA.	EKN	EA.	Elko 651.	9	200	C	A	SFO		No Service Available	
1.60	DETROIT, NEV.	EKO	CA.	9-3686.	3	200	C	C	SVR	G	.40	1.10
1.60	DETROIT, N.Y.	ELM	MO.	Prospect 8-3301.	5,10.	600	C	C	AC		.40	1.10
1.60			CO.	Prospect 8-1951.	9,3,5,6,22,10	400	A	C	AC		.35	1.10
1.60	DETROIT, TEX.	ELP	TT.	3-1233.	3	150	A	C	AC		.35	1.10
1.60			UA.	Amhurst 4-6478.	9	200	C	A	SFO		No Service Available	
1.60	DETROIT, N.Y.	ELY	CN.	Adams 4-5474.	3	200	C	A	MKC		No Service Available	
1.60	DETROIT, OHLA.	WOG	WC.	Skyline 4-2522.	3	150			CEG		No Service Available	
1.60	DETROIT, WASH.	ERI	AL.	3-1617.	3,19.	150	C	A	C	G	.40	1.10
1.60	DETROIT, PA.		CA.	3-1129.	3	250	C	A	C		.40	1.10
1.60			LC.	3-7705.	3	200	C	A	C			
1.60			MO.	3-7754.	9	200	C	A	C		.40	1.10

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ECANARA, MICH.	ESC	NO.	30.	3	200					No Service Available	
EUGENE, ORE.	ERG	UA.	Diamond 4-4221.	9	100	A	A	OTH	G	.45	.95
		WC.	Diamond 5-8506.	3	150	A	A	OTH		.45	.95
EUREKA, CAL.	ACV	PC.	Terrace 9-1521.	3,19.	200	C	C	C		No Service Available	
EVANSVILLE, IND.	EVV	DL.	Harrison 4-4771	9,3	300	A	A	C	G	.55	1.60
		EA.	HA-2-7880	9,19,7.	1000	A	A	C		.55	1.60
FAIRBANKS, ALASKA	FBI	ASA	4220.	2,5	1000					1.00	2.00
		WC.									
		FA.	3262.	11.	600						
		CP.									
FALL RIVER, MASS.	FWR		See New Bedford, Mass.								
FARGO, N.D.	FAR	NO.		4.	200	A	A	MSP		No Service Available	
		NW.	5-4277.	4,6	200	A	A	MSP		No Service Available	
FARMINGTON, N.M.	FMN	FL.	Davis 5-0681.	3	200	C	C	DEN		No Service Available	
FAYETTEVILLE, ARK.	FYN	CN.	Hillcrest 2-7306.	3	200			MKC		.45	1.00
FAYETTEVILLE, N.C.	FAY	NA.	Hemlock 2-8157.	9	200	C	A	RDU	G	.55	1.00
		PI.	HE 2-4171	3	100	A	A	RDU		.55	1.00
		NE.	2-6785.	3	200	A	C	ORH		No Service Available	
FITCHBURG, MASS.	FIT	PI.	Prospect 4-6601	3	200	C		DUG		No Service Available	
FLAGSTAFF, ARIZ.	FIG	CA.	Cedar 5-4037.	3,4,22.	250	C		YIP		.50	1.50
FLINT, MICH.	FNT								G		
FLORENCE, ALA.	MLL		See Sheffield, Ala.						G		
FLORENCE, S.C.	FIO	EA.	5255.	19.	200	C	A	CNS	G	.35	.75
PONTANA, CAL.	PON	LA.		20.	600					No Service Available	
FORESTVILLE, P.Q.	YFE	CP.		1,3,6,9	400					No Service Available	
FORT BRAGG, N.C.	FAY		See Fayetteville, N.C.								
FORT CAMPBELL, KY.	FOO		See Clarksville, Tenn.								
FORT COCKE, TENN.	FOO	CZ.	5-0431.	3	200					No Service Available	
FORT COOD HOPE, N.W.T.		CP.		1,3,6,9	200						
FORT LAUDERDALE, FLA.	FLL	NE.	Jackson 4-8531.	6	200					.80	1.60
FORT MC MURRAY, ALTA.	YMM	CP.	GPA	1,3	200	C					
FORT MC PHERSON, N.W.T.	YMP	CP.		1,3,6,9	200						
FORT MYERS, FLA.	PMY	NA.	Edison 5-9311	9,6,17.	200	C	C	TPA		.50	1.00
		RD.	Edison 2-8061							.50	1.00
FORT NELSON, B.C.	YYE	CP.	GPA	6,9	200		C	C			
FORT NORMAN, N.W.T.	YFN	CP.		1,3,6,9	200						
FORT PIERCE, FLA.	FPR	RD-(Demand service)	Vero Beach 2345		6000					No Service Available	
FORT RESOLUTION, N.W.T.	YFR	CP.		1,3,6,9	200						
FORT RILEY, KAN.	MHK		See Manhattan, Kan.								
FORT SILL, OKLA.	LAW		See Lawton, Okla.								
FORT SMITH, ARK.	FSM	BN.	Sunset 3-5171	9,3	200	A	A	MEM		.40	.85
		CN.	Sunset 2-3004	3	200	A	A	MEM		.40	.85
		CP.		1,3,6,9	150						
FORT SMITH, N.W.T.		TT.	157	3	500	C		ELP		No Service Available	
FORT STOCKTON, TEX.	FST	CP.	117	6,9	200		C				
FORT ST. JOHN, B.C.	XYJ	CP.		1,3,6,9	200						
FORT WHEELER, ALTA.	YFY	DL.	Harrison 3352	3,19.	300	A	C	TOL	G	.75	1.50
FORT WAYNE, IND.	FWA	TW.	Harrison 2204	19.	400	A	C	TOL		.75	1.50
		UA.	Harrison 3321	9	300	A	C	TOL		.75	

U.S.A. AND CANADIAN CITY DIRECTORY

Up and Delivery	Minimum	CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
												Per 100 Lb.	Minimum
Available	.90	AMSTERDAM, ONT.	YYZ	TC.	See Newport News, Va.							.90	1.75
Available	.90	AMSTERDAM, VA.	PHF	See Newport News, Va.									
Available	.90	AMSTERDAM, MO.	RHN	See Quincy, Ill.									
Available	.90	AMSTERDAM, N.H.	LEB	See White River Jct., Vt.									
Available	.90	AMSTERDAM, TEX.	HRL	TT.	GA 3-4200	3	150			SAT		.90	1.00
Available	.90	AMSTERDAM, PA.	HAR	AL.	Cedar 8-9426	3,19	150	A	C	BAL	G	.40	1.35
Available	.90	AMSTERDAM, PA.	HAR	CA.	Cedar 6-7995	3	150	A	C	BAL		.40	1.35
Available	.90	AMSTERDAM, PA.	HAR	TW.	Cedar 4-3136	19	400	A	C	BAL		.40	1.35
Available	.90	AMSTERDAM, PA.	HAR	CA.	Empire 5-5475	3	200			STL		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	AA.	Jackson 2-6193	9,15,5	3000	A	C	C	G	No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	EA.	Jackson 2-1854	19,8,10	200	A	C	C		.65	1.25
Available	.90	AMSTERDAM, PA.	HAR	FT.	Jackson 2-3145	23	1000	A	C	C		.65	1.25
Available	.90	AMSTERDAM, PA.	HAR	NE.	National 3-4418	8,19	400	A	C	C		.65	1.25
Available	.90	AMSTERDAM, PA.	HAR	TV.	National 3-5581	9,5,10,15,6	6000	A	C	C		.65	1.25
Available	.90	AMSTERDAM, PA.	HAR	UA.	Chapel 6-5631	2-2312	200			OMA		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	FL.	2-2312	3	200	A	C	MSY		.90	1.00
Available	.90	AMSTERDAM, PA.	HAR	DL.	Juniper 2-1643	3	200					No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	BL.	Wilson 5-3219	3	200	C	C	SFO		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	CP.	Gladstone 5-4921	1,3,6,9	200						
Available	.90	AMSTERDAM, PA.	HAR	GEA.	Gladstone 5-4921	1,3,6,9	200						
Available	.90	AMSTERDAM, PA.	HAR	AL.	Gladstone 5-4921	3	150					.90	1.25
Available	.90	AMSTERDAM, PA.	HAR	TT.	5-2577	3	150	A	C	MEM		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	NW.	Hickory 2-0012	4	200	A	A	GTF	G	.45	1.10
Available	.90	AMSTERDAM, PA.	HAR	WA.	Hickory 2-8550	9	200	A	A	GTF		.45	1.10
Available	.90	AMSTERDAM, PA.	HAR	See Asheville, N.C.								.45	1.10
Available	.90	AMSTERDAM, PA.	HAR	See Marion Ill.									
Available	.90	AMSTERDAM, PA.	HAR	NO.	Alhert 3-7847	3	200	C				No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	CA.	ET 5-3285	3	100	A	C	INT		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	CA.	5411								
Available	.90	AMSTERDAM, PA.	HAR	CA.	See Greensboro, N.C.								
Available	.90	AMSTERDAM, PA.	HAR	EA.	See Greensboro, N.C.								
Available	.90	AMSTERDAM, PA.	HAR	FL.	3778								
Available	.90	AMSTERDAM, PA.	HAR	CO.	Express 3-5414	9,3	200	C		ELP		.60	1.25
Available	.90	AMSTERDAM, PA.	HAR	See Alamogordo, N.M.									
Available	.90	AMSTERDAM, PA.	HAR	See Springfield, Mass.									
Available	.90	AMSTERDAM, PA.	HAR	PN.	22111	3						.75	1.00
Available	.90	AMSTERDAM, PA.	HAR	NW.	83256	6	200			AC		.65	1.25
Available	.90	AMSTERDAM, PA.	HAR	PA.	58-221	11,2,10	500			C			
Available	.90	AMSTERDAM, PA.	HAR	UA.	83256	6,10	500			C			
Available	.90	AMSTERDAM, PA.	HAR	HA.	85911	11,10	600			C			
Available	.90	AMSTERDAM, PA.	HAR	JL.	Honolulu 8-1811	6,10	200			C			
Available	.90	AMSTERDAM, PA.	HAR	See Clarksville									
Available	.90	AMSTERDAM, PA.	HAR	See Aberdeen, Wash.									
Available	.90	AMSTERDAM, PA.	HAR	CN.	National 4-1284	3	200	A	C	MEM		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	DL.	NA-3-1671	9	300	A	C	MEM		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	TT.	NA-3-8501	3	150	A	C	MEM		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	FL.	555	3	200	C	C	DEN		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	NO.	63	3	200					No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	NE.	2254	3	200	A	C	C		.35	.75
Available	.90	AMSTERDAM, PA.	HAR	AA.	Mission 9-1457	9	250	A	A	C	G	.55	1.25
Available	.90	AMSTERDAM, PA.	HAR	BN.	OL 4-2686	9,3,5,10	500	A	A	C		.55	1.25
Available	.90	AMSTERDAM, PA.	HAR	CO.	Olive 4-8531	9,5,6,3,10	400	A	A	C		.55	1.25
Available	.90	AMSTERDAM, PA.	HAR	DL.	Olive 4-2646	9,10,19	400	A	A	C		.55	1.25
Available	.90	AMSTERDAM, PA.	HAR	EA.	OL-4-2661	9,10,7,19,52,8,16	200	A	A	C		.55	1.25
Available	.90	AMSTERDAM, PA.	HAR	KIM.	Capitol 4-1701	10	550	A	A	C		.55	1.25
Available	.90	AMSTERDAM, PA.	HAR	NA.	Olive 4-8564	9,5	400	A	A	C		.55	1.25
Available	.90	AMSTERDAM, PA.	HAR	PA.	CA-3-4131	6	600	A	A	C		.55	1.25
Available	.90	AMSTERDAM, PA.	HAR	TT.	MT 9-1218	3	150	A	A	C		.55	1.25
Available	.90	AMSTERDAM, PA.	HAR	AL.	3-1331	3,19	150	C	C	CVG	G	.50	1.60
Available	.90	AMSTERDAM, PA.	HAR	EA.	3-9476	19	200	C	C	CVG		.50	1.60
Available	.90	AMSTERDAM, PA.	HAR	PT.	GL 3-1356	3	100	C	C	CVG	G	.50	1.60
Available	.90	AMSTERDAM, PA.	HAR	CA.	Jefferson 4-583	3,22	150	A	A	BHM		.40	1.35
Available	.90	AMSTERDAM, PA.	HAR	EA.	4680	19,9	200	A	A	BHM		.40	1.35
Available	.90	AMSTERDAM, PA.	HAR	SO.	JE 6-6383	3	200					.40	1.35
Available	.90	AMSTERDAM, PA.	HAR	See Silver City N.M.									
Available	.90	AMSTERDAM, PA.	HAR	NO.	Elgin 2-8601	3,9	200					No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	CA.	MO-2-6601	9	200	A	C	MSP		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	NE.	Spring 5-1800	22,3	200	C	C	MKC	G	.55	1.25
Available	.90	AMSTERDAM, PA.	HAR	WA.	1805	3	150	A	A	EMB		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	FL.	Jackson 2-2695	3	200	A	C	GTF	G	.45	1.10
Available	.90	AMSTERDAM, PA.	HAR	AL.	TU 2-4780	3	200			DEN		.45	1.10
Available	.90	AMSTERDAM, PA.	HAR	DL.	Chapel 1-2545	9,5	600	A	A	C	G	.45	1.35
Available	.90	AMSTERDAM, PA.	HAR	EA.	CH-1-3332	9,3,19,5	400	A	A	C		.45	1.35
Available	.90	AMSTERDAM, PA.	HAR	EA.	CH-4-9521	9,8,19,7,10	200	A	A	C		.45	1.35
Available	.90	AMSTERDAM, PA.	HAR	LC.	Chapel 1-8201	3	200	A	A	C		.45	1.35
Available	.90	AMSTERDAM, PA.	HAR	CE.	Melrose 8-4909	1,2	200	A	A	C		.45	1.35
Available	.90	AMSTERDAM, PA.	HAR	ED (Service Suspended)								.45	1.35
Available	.90	AMSTERDAM, PA.	HAR	TW.	ME 4-3438	8,19,2	3000	A	A	C		.45	1.35
Available	.90	AMSTERDAM, PA.	HAR	NO.	Atlas 3-3871	3	200	C				No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	CO.	8-3604	3	200	A	C	PIA		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	OW.	2575	3	200	C				No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	NO.	741-W	3	200	C				No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	MO.	3351	3	200	C		SYR	G	.50	1.00
Available	.90	AMSTERDAM, PA.	HAR	NO.	State 5-6125	3	200	C				No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	DL.	20866	9,3,5,8,1-A	2000	A	C	MSY		.55	1.35
Available	.90	AMSTERDAM, PA.	HAR	SO.	28889	3	100	A	C	MSY		.55	1.35
Available	.90	AMSTERDAM, PA.	HAR	TT.	310	9	200	C	C	GTF		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	WA.	Elgin 6-0484	1-A, 3,5,8	4000	A	A	C	G	.65	1.25
Available	.90	AMSTERDAM, PA.	HAR	EA.	EL-3-3657	9,8,10,7,19,6	200	A	A	C		.65	1.25
Available	.90	AMSTERDAM, PA.	HAR	NA.	Elgin 3-1586	9,5,6,17	400	A	A	C		.65	1.25
Available	.90	AMSTERDAM, PA.	HAR	NE.	Elgin 5-6611	22	200	A	A	C		.65	1.25
Available	.90	AMSTERDAM, PA.	HAR	ED (Service Suspended)			6000						
Available	.90	AMSTERDAM, PA.	HAR	SO.	EL-4-7833	3	200	A	A	C		.65	1.25
Available	.90	AMSTERDAM, PA.	HAR	AL.	4118	3,19	150	C		BUF		.50	1.35
Available	.90	AMSTERDAM, PA.	HAR	NW.	199	4	200	C	A	MSP		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	See Beloit, Wisc.								No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	See Bristol, Va.								.55	1.10
Available	.90	AMSTERDAM, PA.	HAR	AL.	9-1144	3,19	150	C			G	.50	1.25
Available	.90	AMSTERDAM, PA.	HAR	AA.	Mayfair 3-7085	9	250	A	C	MKC	G	.40	.85
Available	.90	AMSTERDAM, PA.	HAR	CA.	Mayfair 3-2110	3	200	A	C	MKC		.40	.85
Available	.90	AMSTERDAM, PA.	HAR	OE.	Mayfair 3-1817	3	200	A	C	MKC		.40	.85
Available	.90	AMSTERDAM, PA.	HAR	AS.									
Available	.90	AMSTERDAM, PA.	HAR	ES.									
Available	.90	AMSTERDAM, PA.	HAR	PA.	6-1400	11	600						
Available	.90	AMSTERDAM, PA.	HAR	PR.	6-1455	4,8,16						1.00	1.00
Available	.90	AMSTERDAM, PA.	HAR	See Manhattan, Kan.									
Available	.90	AMSTERDAM, PA.	HAR	LC.	Fireside 9-2669	3	200					No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	NO.	Fireside 5-8549	3	200					No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	NW.	Skyline 6-3334	4	200	C	C	SPO		No Service Available	
Available	.90	AMSTERDAM, PA.	HAR	CP.	109	3	200	C	C	C			
Available	.90	AMSTERDAM, PA.	HAR	BL.	Midway 4-5001	3	200						
Available	.90	AMSTERDAM, PA.	HAR	GR.	GR 1-4740	9,1,3,5	2000	A	A	AC	G	.70	1.55
Available	.90	AMSTERDAM, PA.	HAR	CO.	Grand 1-3705	9,3,10,22	200	A	A	AC		.70	1.55
Available	.90	AMSTERDAM, PA.	HAR	CH.	Baltimore 1-3955	3	200	A	A	AC		.70	1.55
Available	.90	AMSTERDAM, PA.	HAR	DL.	Grand 1-7613	9,3	300	A	A	AC		.70	1.55

(Continued on next page)

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
KANSAS CITY, MO.	MKC	FL.	VI 2-6252	3	200	A	A	C	. . . . .	.70	1.50
(Concluded)		OZ.	Grand 1-6515	3	200	A	A	AC	. . . . .	.70	1.50
		TW.	Grand 1-4400	8,7,19,2	3000	A	A	AC	. . . . .	.70	1.50
		UA.	Grand 1-1133	5,10	200	A	A	AC	. . . . .	.70	1.50
KEARNEY, NEB.	EAR	FL.	CE 6-2921	3	200	. . . . .	. . . . .	DEN	. . . . .	. . . . .	. . . . .
KEENE, N.H.	EEN	MO.	1910	3	100	C	C	BOS	. . . . .	.65	1.20
		NE.	Elwood 2-1030	3	200	C	C	BOS	. . . . .	.65	1.20
KENAI, ALASKA	ENA	PN.	206	3	200	. . . . .	. . . . .	. . . . .	. . . . .	.75	1.20
KENNEWICK, WASH.	PSC	See Pasco, Wash. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
KERRVILLE, TEX.	ERV	TT.	CL 7-4050	3	150	C	. . . . .	SAT	. . . . .	No Service Available	. . . . .
KOTCHIKAH, ALASKA	KTN	PA.	3131	11	600	. . . . .	. . . . .	A	. . . . .	. . . . .	. . . . .
		PN.	3138	8,16 . . . . .	. . . . .	. . . . .	. . . . .	AC	. . . . .	. . . . .	. . . . .
KEY WEST, FLA.	ETW	NA.	Cypress 6-5510	9,17	200	A	C	A	. . . . .	No Service Available	. . . . .
KINGORE, TEX.	OGG	See Longview . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
KING SALMON, ALASKA	AKN	PN.	4	3	200	. . . . .	. . . . .	. . . . .	. . . . .	.60	1.00
KINSMAN, ARIZ.	IGM	BL.	Skyline 3-3630	3	200	C	C	LAX	. . . . .	No Service Available	. . . . .
KINGSFORD, TENN.	TRI	PT.	Circle 6-4107	3	See Bristol . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
KINSTON, N.C.	ISO	FL.	Jackson 3-5006	3,9	200	C	C	REU	. . . . .	No Service Available	. . . . .
KITIMAT, B.C.	YKI	CP.	220	3,9	200	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
KIAMATH FALLS, ORE.	LMT	UA.	Tuxedo 2-2552	9	200	A	C	OTH	. . . . .	.55	1.20
		WC.	TU 4-7332	3	150	A	C	OTH	. . . . .	.55	1.20
KNOXVILLE, TENN.	TYS	AA.	7-6264	9,5	500	C	C	CHA	. . . . .	.45	1.20
		CA.	7-5521	3,22,8	250	C	C	CHA	. . . . .	.45	1.20
		DL.	7-6661	9,3	400	C	C	CHA	. . . . .	.45	1.20
		PI.	7-2571	3	100	C	C	CHA	. . . . .	.45	1.20
KODIAK, ALASKA	MKB	PN.	4131	3 . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	.75	1.20
KOKOMO, IND.	OKK	LC.	Gladstone 2-3202	3	200	C	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
KOTZEBUE, ALASKA	OTZ	AG. . . . .	. . . . .	3	500	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LACONIA, N.H.	LGI	NE.	2475	3	200	C	. . . . .	LWM	. . . . .	No Service Available	. . . . .
LA CROSSE, WISC.	LSE	NO.	4-5680	3	200	C	. . . . .	. . . . .	. . . . .	No Service Available	. . . . .
LA FAYETTE, IND.	LAF	LC.	3-2565	3	200	C	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LA FAYETTE, LA.	LFT	EA.	CE-5-8536	19,9	200	A	. . . . .	BTR	. . . . .	.55	1.20
		TT.	CE 4-5252	3	150	A	. . . . .	BTR	. . . . .	.55	1.20
LA GRANDE, ORE.	LGD	WC.	Woodland 3-5532	3	150	C	C	QBE	. . . . .	No Service Available	. . . . .
LA JOLTA, CALIF.	LJX	CO (Service Suspended)	725	3	200	C	C	DEN	. . . . .	No Service Available	. . . . .
LAGUNA BEACH, CALIF.	LNA	See Santa Ana, Calif. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LAKE CHARLES, LA.	LKC	EA.	HE-6-3656	19,9	200	A	A	C	. . . . .	.55	1.20
		TT.	HE 3-8511	3	150	A	A	C	. . . . .	.55	1.20
LAKELAND, FLA.	LAL	NA.	Mutual 5-0691	9,17	200	C	C	TPA	. . . . .	.50	1.20
		MD.	Mutual 3-5879	19	200	C	C	MAL	. . . . .	.50	1.20
LAKE PLACID, N.Y.	SLK	EA. . . . .	. . . . .	19	200	C	C	DEN	. . . . .	No Service Available	. . . . .
LAMAR, CALIF.	LAA	CH.	167	3	200	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LANCASTER, CAL.	LNS	See Palmdale, Calif. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LANCASTER, PA.	LNS	AL.	Lowell 9-0461	3,19	150	C	. . . . .	. . . . .	. . . . .	.55	1.20
		EA.	10-9-0446	19	200	. . . . .	. . . . .	. . . . .	. . . . .	.55	1.20
LAND O' LAKES, WISC.	LNL	NO.	3131	3	200	C	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LANDER, WYO.	LNR	See Riverton, Wyo. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LANING, MICH.	LAN	CA.	IVanhoe 5-2744	3,4,22	250	A	A	YIP	. . . . .	.55	1.20
		NO.	IVanhoe 4-7467	3	200	C	C	DEN	. . . . .	.55	1.20
LARAMIE, WYO.	LAR	FL.	Franklin 5-5656	3	200	C	C	. . . . .	. . . . .	No Service Available	. . . . .
LAREDO, TEX.	LRO	TT.	3-3645	3	150	A	A	AC	. . . . .	.40	1.20
LAS VEGAS, NEV.	LAS	BL.	Dudley 2-8811	3	200	C	C	LAX	. . . . .	.75	1.20
		PG. . . . .	. . . . .	19	200	C	C	LAX	. . . . .	.75	1.20
		TW.	Dudley 2-7306	8,7	250	C	C	LAX	. . . . .	.75	1.20
		UA.	Dudley 2-0505	10,6,5	400	C	C	LAX	. . . . .	.75	1.20
		WA.	Dudley 2-2100	9,6	200	C	C	LAX	. . . . .	.75	1.20
LAUREL, MISS.	LUL	SO.	3440	3	100	. . . . .	. . . . .	. . . . .	. . . . .	.60	1.20
LAWRENCE, MASS.	LWM	NE.	Hurdock 3-3141	3	200	A	. . . . .	LWM	. . . . .	.35	.75
LAWTON, OKLA.	LAW	CO.	EL 3-4512	9,3	200	A	A	DAL	. . . . .	No Service Available	. . . . .
		CH.	Elgin 3-8600	3	200	C	. . . . .	DAL	. . . . .	No Service Available	. . . . .
LEBANON, N.H.	LEB	See White River Jct. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LENTON, N.C.	LHY	See Hickory, N.C. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LETHBRIDGE, ALTA.	YQL	TC.	FA-7-2711	3	200	C	C	C	. . . . .	.35	.75
LEWISTON, IDA.	LWS	WC.	Lewiston 3-1545	3	150	A	C	QEG	. . . . .	No Service Available	. . . . .
LEWISTON, ME.	LWV	NE.	3-2031	3	200	C	C	PWM	. . . . .	.50	1.00
LEWISTOWN, MONT.	LWT	WA.	Keystone 8-3715	9	200	C	C	GTF	. . . . .	.35	1.20
LEXINGTON, KY.	LEX	DL.	4-5569	9,3	250	C	C	CVG	. . . . .	.65	1.60
		EA.	4-5795	19	200	C	C	CVG	. . . . .	.65	1.60
		PI.	51920	3	100	C	C	CVG	. . . . .	.65	1.60
LIBERAL, KAN.	LBL	CH.	Main 4-5671	3	200	. . . . .	A	. . . . .	. . . . .	No Service Available	. . . . .
LIMA, OHIO	LIA	LC.	Capital 5-0075	3	200	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LINCOLN, NEB.	LNK	BN. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	.50	1.20
		FL.	2-5391	3	200	A	C	OMA	. . . . .	.50	1.20
		UA.	Lincoln 5-4371	9	300	A	C	OMA	. . . . .	.50	1.20
LITTLE ROCK, ARK.	LIT	AA.	Franklin 4-9333	9,5	250	A	A	MEM	. . . . .	.45	1.20
		BN.	FR-2-0207	9,3	200	A	A	MEM	. . . . .	.45	1.20
		CH.	Franklin 4-6418	9	200	A	A	MEM	. . . . .	.45	1.20
		DL.	Franklin 4-2040	9	300	C	C	MEM	. . . . .	.45	1.20
		TT.	FR 4-6312	3	150	C	C	MEM	. . . . .	.45	1.20
LOGAN, UTAH	LGU	WA.	386	9	200	C	A	GTF	. . . . .	No Service Available	. . . . .
LOGANSFORD, IND.	LGO	See Kokomo, Ind. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LONDON, KY.	LOZ	PI.	VO 4-2250	3	100	. . . . .	. . . . .	SDF	. . . . .	.35	.75
LONDON, ONT.	YLU	TC.	2-3491	22	200	C	C	C	. . . . .	.50	1.00
LONG BEACH, CALIF.	LGB	IX . . . . .	. . . . .	20	200	C	A	LAX	. . . . .	. . . . .	. . . . .
		UA.	Garfield 4-8502	9	200	A	A	LAX	. . . . .	.75	1.50
		WA.	Harrison 1-8271	6	200	A	A	LAX	. . . . .	.80	1.60
LONG BRANCH, N.J.	BIM	See Asbury Park, N.J. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LONGVIEW, TEX.	OGG	TT.	MI 3-2441	3	150	A	C	DAL	. . . . .	.50	1.20
LOS ANGELES, CALIF.	LAX	AA.	Madison 6-0201	5,15,10,50A	10000	A	A	C	. . . . .	.75	1.50
		BL.	SPring 6-2040	3	200	A	A	C	. . . . .	.75	1.50
		CO.	Oregon 8-3943	10,22	200	A	A	C	. . . . .	.75	1.50
		SK.	Oregon 4-4300	10	1000	A	A	C	. . . . .	.75	1.50
		IX . . . . .	. . . . .	20	200	A	A	C	. . . . .	. . . . .	. . . . .
		PA.	MA 6-8484	11,5,6,10	600	A	A	C	. . . . .	.75	1.50
		PC.	SPring 6-0440	3,19	200	A	A	C	. . . . .	.75	1.50
		SAG. . . . .	. . . . .	5,6,10,9	1320	. . . . .	. . . . .	. . . . .	. . . . .	.75	1.50
		TV.	Michigan 9441	8,7,2,50	3000	A	A	C	. . . . .	.75	1.50
		UA.	Oregon 8-2511	9,5,6,10,15	6000	A	A	C	. . . . .	.75	1.50
		WA.	SPring 6-2345	6	200	A	A	C	. . . . .	.80	1.60
(Lockheed Air Terminal)											
.	BUR	AA.	Madison 0201	5,15,10	6000	A	A	C	. . . . .	.75	1.50
		FTL	Stanley 7-3411	23	10000	A	A	C	. . . . .	.75	1.50
		IX . . . . .	. . . . .	20	200	A	A	C	. . . . .	. . . . .	. . . . .
		PC.	Oregon 8-1206	3,19	200	A	A	C	. . . . .	.75	1.50
		UA.	Stanley 7-3780	9,15,6	6000	A	A	C	. . . . .	.75	1.50
		WA.	Thornwall 2-2								

U.S.A. AND CANADIAN CITY DIRECTORY

City	Code	Carriers	Air Freight Telephone	Aircraft and Maximum Size	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ALBUQUERQUE, N.M.	LBB	BN.	PO 5-7428	9	200	A	A	DAL	...	.80	1.35
ALBUQUERQUE, N.M.		CO.	PO-3-4646	9,3	200	A	A	DAL	...	.80	1.35
ALBUQUERQUE, N.M.		CN.	PO 3-9457	3	200	A	A	DAL	...	.80	1.35
ALBUQUERQUE, N.M.		TT.	3-4521	3	150	C	...	BUJ	...	No Service Available	
ALBUQUERQUE, N.M.		FL.	288	3	200	...	...	DEN	...	No Service Available	
ALBUQUERQUE, N.M.		FL.	Victor 6-6575	3	100	C	C	RIC	G	.75	1.75
ALBUQUERQUE, N.M.		DL.	3-6731	9,3	250	C	C	ATL	G	.50	1.35
ALBUQUERQUE, N.M.		DL.	2-8701	19,9	200	C	C	ATL	G	.50	1.35
ALBUQUERQUE, N.M.		NO.	Cherry 4-6201	3	100	A	A	MKE	...	No Service Available	
ALBUQUERQUE, N.M.		NW.	Cherry 9-4816	6,4,15A	500	A	A	MKE	...	No Service Available	
ALBUQUERQUE, N.M.		CZA	Cherry 9-6441	3	200	A	A	MKE	...	No Service Available	
ALBUQUERQUE, N.M.		TT.	711	3	150	C	C	DAL	...	No Service Available	
ALBUQUERQUE, N.M.		EA.	1680	19	...	...	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		NE.	National 3-7201	3	200	C	C	BOS	...	No Service Available	
ALBUQUERQUE, N.M.		BIS	See Bismark, N.D.	...	...	...	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		MRK	Prospect 8-2152	3	200	C	C	MKC	...	No Service Available	
ALBUQUERQUE, N.M.		MTW	Murray 4-5657	3	200	...	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		NO.	...	3,9	200	...	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		MFD	Lafayette 4-7411	3	200	...	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		MRP	235	3	150	C	...	ELP	...	No Service Available	
ALBUQUERQUE, N.M.		MAI	Hudson 2-2726	17	100	C	C	PFN	G	.50	1.00
ALBUQUERQUE, N.M.		PKB	See Parkersburg, W.Va.	Drake 5-6350	3	...	...	...	...	...	...
ALBUQUERQUE, N.M.		MNM	See Menominee, Wisc.	714	3	...	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		MNN	...	...	200	C	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		MZZ	North 4-1221	3	200	C	...	...	...	...	...
ALBUQUERQUE, N.M.		LC.	2-2575	3	200	...	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		NO.	Canal 6-7595	3	200	...	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		MOT	4-4336	3	150	...	...	DAL	...	No Service Available	
ALBUQUERQUE, N.M.		NE.	Vineyard Haven 1400	3	200	C	...	FWB	...	No Service Available	
ALBUQUERQUE, N.M.		PC.	Sherwood 3-5487	3	200	C	C	SFO	...	No Service Available	
ALBUQUERQUE, N.M.		CZ.	1095	3	200	A	...	MSP	...	.55	1.50
ALBUQUERQUE, N.M.		EA.	Rockwell 9-3564	19	200	C	C	A	...	No Service Available	
ALBUQUERQUE, N.M.		QRA	...	3	400	...	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		YMQ	Adams 4-7100	3	200	C	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		MTA	CPA	3	200	...	C	...	...	No Service Available	
ALBUQUERQUE, N.M.		YMA	Garden 3-4758	3	200	C	C	DAL	...	No Service Available	
ALBUQUERQUE, N.M.		MLC	MU 6-3707	3	150	...	...	BHO	...	No Service Available	
ALBUQUERQUE, N.M.		MMK	...	3	150	...	...	GEG	...	No Service Available	
ALBUQUERQUE, N.M.		MCK	96	3	200	...	...	OMA	...	No Service Available	
ALBUQUERQUE, N.M.		AS.	3,4	1000	...	...	...	...	...	.35	.50
ALBUQUERQUE, N.M.		PC.	SP 2-6161	3,19	200	C	C	OTH	...	.55	1.60
ALBUQUERQUE, N.M.		UA.	Medford 3-3643	9	300	C	C	OTH	...	.55	1.60
ALBUQUERQUE, N.M.		WC.	2-7269	3	150	C	C	OTH	...	.55	1.60
ALBUQUERQUE, N.M.		TC.	Jackson 6-2605	3	200	C	C	...	...	.70	.75
ALBUQUERQUE, N.M.		EA.	765	19,9	200	A	C	FBI	...	No Service Available	
ALBUQUERQUE, N.M.		AA.	Whitehall 8-3374	9,5,15	8000	A	A	C	G	.35	1.35
ALBUQUERQUE, N.M.		BN.	WH-6-8395	9,3	250	A	A	C	...	.55	1.35
ALBUQUERQUE, N.M.		DL.	Whitehall 8-0393	22,9	250	A	A	C	...	.55	1.35
ALBUQUERQUE, N.M.		EA.	WH-8-2606	9,3,5,19,1A,32	6000	A	A	C	...	.55	1.35
ALBUQUERQUE, N.M.		EA.	WH-2-2489	8,19	200	A	A	C	...	.55	1.35
ALBUQUERQUE, N.M.		SO.	WH-8-1440	3	200	A	A	C	...	.55	1.35
ALBUQUERQUE, N.M.		TT.	WH-6-2535	3	150	A	A	C	...	.55	1.35
ALBUQUERQUE, N.M.		NO.	UNION 3-6677	3	200	...	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		UA.	Randolph 2-8011	9	200	C	C	SFO	G	.50	1.00
ALBUQUERQUE, N.M.		DL.	2-3141	9,3	300	A	C	BHM	...	.35	.75
ALBUQUERQUE, N.M.		AA.	22-12-22	5,15,10	600	...	...	A	...	...	...
ALBUQUERQUE, N.M.		EA.	22-77-70	10	200	...	...	A	...	...	...
ALBUQUERQUE, N.M.		PA.	46-46-60	5,6,2	5000	...	...	A	...	...	...
ALBUQUERQUE, N.M.		WA.	46-90-60	6	200	...	...	A	...	...	...
ALBUQUERQUE, N.M.		MIA	Avianca	14,2	660	...	...	...	...	...	...
ALBUQUERQUE, N.M.		BN.	NE-4-1951	5,10	900	A	A	AC	G	.80	1.60
ALBUQUERQUE, N.M.		BA.	Newton 4-4573	22	700	A	A	AC	...	.80	1.60
ALBUQUERQUE, N.M.		CA.	...	22	200	...	...	...	...	...	...
ALBUQUERQUE, N.M.		CU.	FR-9-2851	1,3,8	5000	A	A	AC	...	.80	1.60
ALBUQUERQUE, N.M.		DL.	NE-5-2661	5,10,1-A	6000	A	A	AC	...	.80	1.60
ALBUQUERQUE, N.M.		EA.	Newton 4-3571	19,7,8,16,10,19,52,9	500	A	A	AC	...	.80	1.60
ALBUQUERQUE, N.M.		Guest	...	8	200	...	...	...	...	...	...
ALBUQUERQUE, N.M.		KL.	Franklin 3-8455	250	250	A	A	AC	...	.80	1.60
ALBUQUERQUE, N.M.		NW.	Newton 4-0696	5,5,6,10,17	400	A	A	AC	...	.80	1.60
ALBUQUERQUE, N.M.		NE.	Newton 3-2431	6,22	200	A	A	AC	...	.80	1.60
ALBUQUERQUE, N.M.		NW.	...	6,10	200	...	...	...	...	...	...
ALBUQUERQUE, N.M.		PA.	NE 3-2491	4,2,6,7,10	10000	A	A	AC	...	.80	1.60
ALBUQUERQUE, N.M.		RD.	Thredo 7-3501	1,15	10000	A	A	AC	...	.80	1.60
ALBUQUERQUE, N.M.		RN.	88-6743	10000	10000	A	A	AC	...	.80	1.60
ALBUQUERQUE, N.M.		TV.	Newton 3-6511	7	250	A	A	AC	...	.80	1.60
ALBUQUERQUE, N.M.		WE.	...	10000	10000	A	A	AC	...	.80	1.60
ALBUQUERQUE, N.M.		MAF	MUTual 4-8281	9,5	250	C	C	ELP	...	.40	1.25
ALBUQUERQUE, N.M.		CO.	MUTual 2-4355	9,3	200	C	C	ELP	...	.40	1.25
ALBUQUERQUE, N.M.		FL.	CEdar 2-1401	3	200	C	A	GTF	...	No Service Available	
ALBUQUERQUE, N.M.		AA.	Sheridan 4-9855	9	250	A	A	GTF	G	.60	1.65
ALBUQUERQUE, N.M.		CA.	Sheridan 4-3327	3,22	250	A	A	C	...	.60	1.65
ALBUQUERQUE, N.M.		FT.	Humboldt 3-5000	Served through MDW	10000	A	A	C	...	.60	1.65
ALBUQUERQUE, N.M.		NO.	Humboldt 1-0500	3	200	A	A	C	...	.60	1.65
ALBUQUERQUE, N.M.		NW.	Humboldt 3-0443	11,6,4,15A,10	2000	A	A	C	...	.60	1.65
ALBUQUERQUE, N.M.		OE.	Humboldt 3-3210	3	200	A	A	C	...	.60	1.65
ALBUQUERQUE, N.M.		UA.	Humboldt 1-3800	9,5	300	A	A	C	...	.60	1.65
ALBUQUERQUE, N.M.		BN.	PA-4-8748	9,3,5	500	A	A	C	G	.55	1.30
ALBUQUERQUE, N.M.		CA.	Parkway 1-1831	22	150	A	A	C	...	.55	1.30
ALBUQUERQUE, N.M.		FT.	Parkway 9-8321	1	6000	A	A	C	...	.55	1.30
ALBUQUERQUE, N.M.		NO.	Parkway 2-6691	3	200	A	A	C	...	.55	1.30
ALBUQUERQUE, N.M.		NW.	Parkway 1-3567, Ext. 204	11,4,6,10,15A,2	2000	A	A	C	...	.55	1.30
ALBUQUERQUE, N.M.		OZ.	Parkway 1-4456	3	200	A	A	C	...	.55	1.30
ALBUQUERQUE, N.M.		WA.	Parkway 1-3383	9,6	200	A	A	C	...	.55	1.30
ALBUQUERQUE, N.M.		FL.	8-0225	3	200	...	...	MSP	...	No Service Available	
ALBUQUERQUE, N.M.		NO.	...	2,9	200	...	...	MSP	...	No Service Available	
ALBUQUERQUE, N.M.		See McAllen, Tex.	...	...	...	...	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		NW.	2-2471	4	200	C	A	GTF	...	No Service Available	
ALBUQUERQUE, N.M.		NO.	...	3,9	200	...	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		CA.	Greenwood 9-6276	22	200	A	A	C	G	.55	1.60
ALBUQUERQUE, N.M.		EA.	GR-9-1401	7,8,19,9,16,52	200	A	A	C	...	.55	1.60
ALBUQUERQUE, N.M.		NA.	Garden 6-4401	9,17	400	A	A	C	...	.55	1.60
ALBUQUERQUE, N.M.		SO.	GR-7-3637	3	100	A	A	C	...	.50	1.25
ALBUQUERQUE, N.M.		UA.	Lambert 3-3211	9	200	A	A	C	...	.55	1.25
ALBUQUERQUE, N.M.		OZ.	2-7591	3	200	A	C	PIA	...	.55	1.25
ALBUQUERQUE, N.M.		UA.	Moine 2-7701	9	300	A	C	PIA	...	.50	1.00
ALBUQUERQUE, N.M.		WAR	EV-4-9151	6,13,22	200	C	C	...	...	...	...
ALBUQUERQUE, N.M.		4-9181	...	...	...	...	...	...	...	...	...
ALBUQUERQUE, N.M.		DL.	See Asbury Park, N.J.	9,3	300	C	C	MGY	...	.60	1.20
ALBUQUERQUE, N.M.		CO.	FA-5-5116	3	200	C	C	...	...	.60	1.20
ALBUQUERQUE, N.M.		TT.	FA-5-4601	3	200	C	C	...	...	.60	1.20
ALBUQUERQUE, N.M.		QBA	...	3	400	...	...	...	...	No Service Available	
ALBUQUERQUE, N.M.		FL.	Ulster 2-2341	3	200	C	C	DEN	...	No Service Available	

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
MONTEREY, CAL.	MRV	PC.	Frontier 2-7571	3,19	200	A	C	SFO	G	.55	1.00
MONTGOMERY, ALA.	MM	UA.	Frontier 5-3157	9	300	A	C	SFO	MM	.55	1.00
		DL.	AP-4-7313	9,3	200	A	A	MDY	G	.40	1.00
MONTPELIER, VT.	MPV	EA.	CH-7-361	19,8,9	200	A	A	MDY		.40	1.00
MONTREAL, QUE.	YUL	NE.	Capitol 3-2395	3	200	C	C	BTY		No Service Available	
		AF.	UN-6-8344	7	200	A	C	AC		.35	1.00
		CP.	UN-6-2901	14A	500	A	AC	AC		.45	1.00
		EA.	Melrose 1-3870	19,52,7	200	C	C	A		No Service Available	
		KL.	University 1-3411	7,10,15,23	5500	A	C	AC		.35	1.00
		NE.	Melrose 1-8591	22	200	C	C	A		.50	1.00
		SN.									
		TC.	Hunter 9-5781	12,13,7,22	200	A	C	A		.45	1.00
MONTROSE, COLO.	MTJ	FL.	Cherry 9-4236	3	200	C	A	DEN		No Service Available	
MOOSE JAW, SASK.	YMU	CP.		1,3,6,9	200						
MOREHEAD CITY, N.C.	MHH	PI.	Beaufort 2-7341	3	100	C	C	C		.35	1.00
MORENO, ARIZ.	CPT	See Clifton, Ariz.									
MORGANTOWN, N.C.		See Hickory, N.C.									
MORGANTOWN, W.VA.	MDW	CA.	2-3301	3	150	C	C	PIT	G	.55	1.00
MOSCOW, IDA.	PUM	See Pullman, Wash.									
MOSES LAKE, WASH.	EPI	See Ephrata, Wash.									
MOULTRIE, GA.	MGR	SO.	YU-5-4048	3	100	C				.75	1.00
MUNCIE, IND.	MIE	ICW	Atlas 8-3629	3	200	C					
MUSKOGEE, MICH.	MKG	CA.	3-1870	3,4	250	A	C	C	G	.50	1.00
MUSKOGEE, OKLA.	MKO	CN.	Murray 7-5494	3	200	C	A	MKC		No Service Available	
MUSKOGEE, CAN.	YQA	TC, Seasonal		3,7,12,13,22	200					.45	1.00
MYRTLE BEACH, S.C.	MYR	FI.	Hillcrest 8-6599	3	100	C		CHS		No Service Available	
NANTUCKET, MASS.	ACK	NE.	1140	3	200	C	C	EWB			
NASHVILLE, TENN.	BNA	AA.	Chapel 2-6336	9,5,15	4500	A	A	C	G	.55	1.00
		BN.	AI-5-5323	5,9	500	A	A	C		.55	1.00
		CP.	AI-5-7412	9,19,10,7	200	A	A	C		.55	1.00
		OK.	Chapel 2-6363	3	200	A	A	C		.55	1.00
		TV.	Alpine 4-7726	7	250	A	A	C		.55	1.00
NATCHEZ, MISS.	HEZ	SO.	6963	3	100	C				No Service Available	
NEW BEDFORD, MASS.	EWB	NE.	Wyman 9-6441	3	200	A	C	C		.35	1.00
NEW BERN, N.C.	BN	NA.	Melrose 7-5151	9	200	C	C	IMN		.55	1.00
		PI.	ME 7-3972	3	100	A	C	IMN		.55	1.00
NEW BRUNSWICK, N.J.	NBR	NY(Service Suspended)									
NEW HAVEN, CONN.	HRV	AA.	Hobart 7-1667	9	250	A	A	C	G	.55	1.00
		EA.	HO-7-6311	19	200	A	A	C		.55	1.00
NEW IBERIA, LA.	LFT	See Lafayette, La.									
NEW LONDON, CONN.	GON	NE.	Hilltop 5-9357	3	200	C		C		.50	1.00
NEW ORLEANS, LA.	MSY	AK.	Kenner 21-71-1466	1	6000	C	A	AC	G	.55	1.00
		BN.	LA-4-3411	9,3	200	C	A	AC		.55	1.00
		DL.	Kenner 4-3900	22,8	200	C	A	AC		.55	1.00
		EA.	Kenner 4-3698	9,1-A,3,5,10	6000	C	A	AC		.55	1.00
		NA.	4-3601	7,8,16,10,19,52,9	500	C	A	AC		.55	1.00
		PA.	Kenner 4-3616	9,5,6,17	400	C	A	AC		.55	1.00
		SO.	Jackson 2-6391	2,6	2500	C	A	AC		.55	1.00
		TA.	Kenner 7-0158	4	200	C	A	AC		.55	1.00
		TT.	Canal 8374	4	4500	C	A	AC		.55	1.00
NEW PHILADELPHIA, OHIO	PHD	LC.	4-2729	3	200					.55	1.00
NEW YORK, N.Y., or NEWARK, N.J. (La Guardia)	LGA	AA.	Havermeyer 4-7600	9,5,15,52	10000	A	A	AC	G	1.00	2.00
		CA.	Mitchell 2-3002	22,8	200	A	A	AC		1.00	2.00
		Cuba.		3,22,7	200						
		EA.	NE-9-8200	7,8,16,19,52	500	A	A	AC		1.00	2.00
		NE.	Illinois 7-3000	9,3,6,22	200	A	A	AC		1.00	2.00
		NY.	Defender 5-6600, Ext 16	20,21	200	A	A	AC		1.00	2.00
		SAB.		14,9,5,15,10	440						
		TV.	Oxford 5-4525	8,7,19,2	3000	A	A	AC		1.00	2.00
		UA.	Illinois 8-4900	5,6,10	6000	A	A	AC		1.00	2.00
(Idlewild)	IDL	AA.	Havermeyer 4-7600	9,5,10,50A,52	6000	A	A	AC	G	1.00	2.00
		ABT.	Olympia 6-6160	7	550						
		AF.	Olympia 6-5800	7	200	A	A	AC		1.00	2.00
		AX.	Olympia 6-5965	1	6000	A	A	AC		1.00	2.00
		AVIANCA		14,2	660						
		AZ.	Judson 2-6500	10	440						
		BA.	Olympia 6-5600	11,8	11100	A	A	AC		.80	1.00
		BN.	Olympia 6-5243	9,10	500	A	A	AC		1.00	2.00
		CA.	Havermeyer 9-5340	22,8	200	A	A	AC		1.00	2.00
		DL.	Olympic 6-5822	8,10	200	A	A	AC		1.00	2.00
		EA.	Olympia 6-5109	6,7,8,10,19,52	500	A	A	AC		1.00	2.00
		IH.	OL-6-5560	7		A	A	AC			
		LY.	Olympia 6-5290	8	650	A	A	AC			
		KL.	Whitehall 4-3480	2,10,15,23,8,7	5500	A	A	AC		.55	1.00
		NA.	Oxford 7-8181	9,5,6,10	400	A	A	AC		1.00	2.00
		NE.	OL-6-5398	9,3,6,22	200	A	A	AC		1.00	2.00
		NW.	Murrayhill 7-6480	11,6,10,15A	2000	A	A	AC		1.00	2.00
		NY.	Defender 5-6600	20,21	200	A	A	AC		1.00	2.00
		PA.	ST-6-7341	11,2,15,6,7,10,50	10000	A	A	AC			
		RD.	Olympia 6-5748	1,2,15	10000	A	A	AC		1.00	2.00
		SN.	Judson 6-1050	5,6,15	400	A	A	AC			
		SK.	Olympia 7-8000	5,6,10	1000	A	A	AC			
		SR.	Plaza 7-4433	2,6	6000	A	A	AC			
		TC.	Judson 6-3210	22	200	A	A	AC		1.00	2.00
		TRC.	Olympia 6-5997	4,6,2	1102	A	A	AC		1.00	2.00
		TV.	Oxford 5-4525	8,7,2,23,50	3000	A	A	AC		1.00	2.00
		UA.	Olympia 6-5777	5,15,10	6000	A	A	AC		1.00	2.00
(Newark)	EMR	AA.	Market 3-4062	9,5,15,10	6000	A	A	AC	G	1.00	2.00
		AL.	Market 2-2442	3,19	150	A	A	AC		1.00	2.00
		AX.	Mitchell 2-4605								
		BN.	Market 3-2041	5,10	200	A	A	AC		1.00	2.00
		CA.	Mitchell 2-3002	22,8	200	A	A	AC		1.00	2.00
		DL.	MA-3-3543	1-A, 10	6000	A	A	AC		1.00	2.00
		EA.	Mitchell 3-8389	6,7,8,16,10,19,52	500	A	A	AC		1.00	2.00
		FTL.	Market 4-3700	23	10000	A	A	AC		1.00	2.00
		MO.	Mitchell 2-0335	9,3	200	A	A	AC		1.00	2.00
		NA.	Market 4-1953	9,5,6,10	400	A	A	AC		1.00	2.00
		NY.	Mitchell 2-8681	20,21	200	A	A	AC		1.00	2.00
		TV.	Market 3-5640	8,7,19	400	A	A	AC		1.00	2.00
		UA.	Market 2-1720	9,5,15,10,6	6000	A	A	AC		1.00	2.00
NEWPORT, VT.	EPK	NE Seasonal	1099	3	200	C		C			
NEWPORT NEWS, VA.	PHF	CA.	Warwick 8-1141	3,4	150	C	C	C	G	.55	1.00
		NA.	Lee Hall 5181	9	200	C	C	C		.55	1.00
		PI.	Lyric 6-2621	3	100	C	C	C	G	.55	1.00
NIAGARA FALLS, N.Y.	IAG	AA.	Served through Buffalo N.Y.							.65	1.00
		CA.	Served through Buffalo N.Y.							.65	1.00
		MO.	Served through Buffalo N.Y.							.65	1.00
		AL.	Served through Buffalo N.Y.							.65	1.00
NOME, ALASKA	OME	ASA	Main 199	3,4	1000						
NORMAN WELLS, N.W.T.	YVQ	CP.		1,3,6,9	200			OMA			

Pick Up and Delivery	
Lb.	Millions

G-11

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		CITY
										Per 100 Lb.	Minimum	
PITTSBURGH, PA.	PIT	AA.	Spaulding 1-2255.	9	250	A	A	C	G	.80	1.25	ST. JOSEPH, MO.
		AL.	Spaulding 1-3512.	3,19.	150	A	A	C	.. . . .	.80	1.25	.. . . .
		CA.	Spaulding 1-1600.	3,4,8,22.	250	A	A	C	.. . . .	.80	1.25	ST. LOUIS, MO.
		EA.	SP-1-3100	9,7,19,32	200	A	A	C	.. . . .	.80	1.25	.. . . .
		LC.	Spaulding 1-4938.	3	300	A	A	C	.. . . .	.80	1.25	.. . . .
		NW.	Spaulding 1-1000.	6,11.	300	A	A	C	.. . . .	.80	1.25	.. . . .
		TV.	Express 1-3240.	8,7,19,2.	3000	A	A	C	.. . . .	.80	1.25	.. . . .
		UA.	Federal 1-6137.	10.	400	A	A	C	.. . . .	.80	1.25	.. . . .
		MO.	2-8635.	3	100	C	C	BDL	.. . . .	.55	1.25	.. . . .
		NE.	9857.	3	200	C	C	BDL	.. . . .	.55	1.25	ST. PAUL, MINN.
PITTSFIELD, MASS.	PSF	CN.	Capitol 4-7829.	3	200	.. . . .	.. . . .	DAL	.. . . .	.35	.. . . .	.. . . .
		EA.	1983.	19.	200	C	C	MAL	.. . . .	No Service Available	.. . . .	.. . . .
		WA.	CEdar 2-8756.	9	200	C	C	GTF	G	.55	1.25	.. . . .
		WC.	CEdar 3-2584.	3	150	C	C	GTF	.. . . .	.55	1.25	.. . . .
POMONA, CAL.	JPO	IX. . . . .	.. . . . .	20.	200	.. . . .	.. . . .	LAX	.. . . .	.. . . .	.. . . .	.. . . .
		CN.	Hogers 2-1611.	3	200	C	A	MKC	.. . . .	No Service Available	.. . . .	.. . . .
		WC.	Glencourt 7-3101.	3	150	C	A	C	.. . . .	No Service Available	.. . . .	.. . . .
		TC. . . . .	.. . . . .	.. . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.50	1.25	ST. PETERSBURG, FLA.
PORT ANGELES, WASH.	CIM	DL.	YU-2-4321.	9	300	C	A	C	.. . . .	.55	1.25	.. . . .
		EA.	YU-3-3317.	19,9.	200	C	A	C	.. . . .	.55	1.25	.. . . .
		TT. . . . .	.. . . . .	.. . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.55	1.25	.. . . .
		CP. . . . .	.. . . . .	1,3,6,9.	200	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
PORT HADY, B.C.	YCT	.. . . . .	.. . . . .	.. . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
	
PORTLAND, ME.	PWM	NE.	SPruce 4-3941.	9,3	200	A	C	.. . . .	.. . . .	.50	1.25	.. . . .
		AS.	Atlantic 8-5073.	4,6	1000	A	A	C	G	.60	1.25	.. . . .
PORTLAND, ORE.	POX	FT.	Atlantic 1-1158.	1	1000	A	A	C	.. . . .	.60	1.25	.. . . .
		NW.	Atlantic 7-1103.	4,6,10,2.	900	A	A	C	.. . . .	.60	1.25	.. . . .
		PA.	CA 7-6673.	10,11.	600	A	A	C	.. . . .	.55	1.25	.. . . .
		PH.	AT-8-5043.	3,4,8. . . . .	.. . . .	A	A	C	.. . . .	.50	1.25	.. . . .
		UA.	Atlantic 7-2411.	9,6,10,5.	400	A	A	C	.. . . .	.60	1.25	.. . . .
		WA.	Atlantic 8-5771.	6	200	A	A	C	.. . . .	.60	1.25	.. . . .
		WC.	Atlantic 4-5656.	3	150	A	A	C	.. . . .	.60	1.25	.. . . .
		LC.	Blackburn 9-6321.	3	200	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
		EA.	Service Suspended. . . . .	.. . . . .	200	C	C	ALB	.. . . .	No Service Available	.. . . .	.. . . .
		MO.	Glover 1-3900.	3	100	C	C	ALB	.. . . .	No Service Available	.. . . .	.. . . .
POWELL, WYO.	POY	FL.	Skyline 4-4222.	3	200	C	C	GTF	.. . . .	No Service Available	.. . . .	.. . . .
		BL.	252.	3	200	C	C	DUG	.. . . .	.65	1.25	.. . . .
		FL.	136.	3	200	C	C	DUG	.. . . .	.65	1.25	.. . . .
		NE.	4931.	3	200	A	A	HUL	.. . . .	No Service Available	.. . . .	.. . . .
PRINCE ALBERT, SASK.	YPA	CP. . . . .	.. . . . .	1,3,6,9.	200	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
		CP.	7.	3,6,9.	200	C	C	C	.. . . .	.. . . .	.. . . .	.. . . .
		CP.	3213. . . . .	.. . . . .	200	C	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
		PI.	Enterprise 0500.	3	100	C	.. . . .	INT	.. . . .	No Service Available	.. . . .	.. . . .
		AA.	RGent 7-1053.	9,5.	500	A	A	C	G	.50	1.25	.. . . .
		EA.	RGent 7-9616.	8,10.	200	A	A	C	.. . . .	.50	1.25	.. . . .
		FT.	ELmhurst 1-8500.	Served Through Boston Mass. . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.50	1.25	.. . . .
		NA.	RGent 9-1405.	9	200	A	A	C	.. . . .	.50	1.25	.. . . .
		NE.	Union 1-3300.	3	200	A	A	C	.. . . .	.50	1.25	.. . . .
		UA.	RGent 7-7400.	6	400	A	A	C	.. . . .	.50	1.25	.. . . .
PROVIDENCE, N.W.T.	YPV	CP. . . . .	.. . . . .	1,3,6,9.	200	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
	
PROVO, UTAH	PVU	BL.	Franklin 3-7077.	6	200	C	C	DEN	.. . . .	No Service Available	.. . . .	.. . . .
		CO.	Whitney 8-3316.	9,3	200	C	A	DEN	G	.40	1.25	.. . . .
PUEBLO, COLO.	PUB	FL.	Whitney 8-3323.	3	200	C	A	DEN	.. . . .	.40	1.25	.. . . .
		WC.	Pullman 1-3761.	3	150	C	C	GRG	.. . . .	No Service Available	.. . . .	.. . . .
PULMAN, WASH.	PUW	TC. . . . .	.. . . . .	22.	200	C	C	C	.. . . .	.75	1.25	.. . . .
		CP.	60.	3	200	C	C	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
QUEBEC CITY, QUE.	YQB	CZ.	Baldwin 2-3442.	3	200	C	C	STL	.. . . .	.75	1.25	.. . . .
		YQZ	Temple 2-3876.	3,22.	150	C	A	C	G	.70	1.25	.. . . .
QUESNEL, B.C.	YQZ	EA.	Vance 8-5721.	8,19,7,9.	200	C	A	C	.. . . .	.70	1.25	.. . . .
		PI.	Vance 8-5721.	3	100	C	A	C	G	.70	1.25	.. . . .
QUINCY, ILL.	UIN	FL.	Fillmore 3-6361.	3	200	C	C	DEN	.. . . .	1.05	1.25	.. . . .
		NO. . . . .	.. . . . .	3,9.	200	C	C	DEN	.. . . .	1.05	1.25	.. . . .
RALEIGH, N.C.	RDU	WA.	Fillmore 2-7110.	9	200	C	C	DEN	.. . . .	1.05	1.25	.. . . .
		FL.	East 4-4571.	3	200	C	C	DEN	.. . . .	No Service Available	.. . . .	.. . . .
RAPID CITY, S.D.	RAP	EA.	Reading 4-8336.	19.	200	A	C	FHL	.. . . .	.45	1.25	.. . . .
		CA.	4-4947.	3	150	A	C	FHL	.. . . .	.45	1.25	.. . . .
RAWLINS, WYO.	RWL	TM.	Franklin 6-7353.	19.	400	A	C	FHL	.. . . .	.45	1.25	.. . . .
		FC.	Laurence 7-1701.	3	200	C	C	ACV	.. . . .	No Service Available	.. . . .	.. . . .
READING, PA.	RDG	PO.	Chesnut 3-1211.	3,19.	200	A	C	FLX	.. . . .	No Service Available	.. . . .	.. . . .
		UA.	260.	9	200	A	C	FLX	.. . . .	No Service Available	.. . . .	.. . . .
RED BLUFF, CALIF.	RBL	TC.	LA-2-5622.	13,3,22.	200	C	C	C	.. . . .	.50	1.25	.. . . .
		AL.	(Service Suspended). . . . .	.. . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
REDDING, CALIF.	RDD	BL.	Fairview 9-0001.	3	200	C	C	SFO	G	.50	1.25	.. . . .
		UA.	Fairview 9-0211.	9,5,6.	400	C	C	SFO	.. . . .	.50	1.25	.. . . .
REDMOND, ORE.	RDM	WA.	Fairview 3-1801.	6	200	C	C	SFO	.. . . .	.50	1.25	.. . . .
		NO.	Forest 2-5890.	3	200	C	.. . . .	.. . . .	.. . . .	No Service Available	.. . . .	.. . . .
REDINA, SASK.	YRH	See Pasco, Wash. . . . .	.. . . . .	.. . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
		LC.	4-1121.	3	200	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
REHOBOTH BEACH, DEL.	RHB	AA.	Fairfield 2872.	9	250	A	A	C	G	.45	1.25	.. . . .
		AX.	(Service Suspended). . . . .	.. . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
RENO, NEV.	RNO	CA.	7-4605.	22,4.	150	A	A	C	.. . . .	.45	1.25	.. . . .
		EA.	Fairfield 4105.	8,19.	200	A	A	C	.. . . .	.45	1.25	.. . . .
RHINELANDER, WIS.	RHI	NA.	REpublic 7-4186.	9	200	A	A	C	.. . . .	.45	1.25	.. . . .
		PI.	RE 7-4101.	3	100	A	A	C	G	.45	1.25	.. . . .
RICHLAND, WASH.	RSC	RD.	(Service Suspended). . . . .	.. . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
		QBA. . . . .	.. . . . .	3	400	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
RICHMOND, IND.	RID	BL.	Overland 9-6221.	3	200	C	.. . . .	.. . . .	.. . . .	No Service Available	.. . . .	.. . . .
		FL.	Ulater 6-3552.	3	200	C	C	LAX	.. . . .	No Service Available	.. . . .	.. . . .
RICHMOND, VA.	RIC	AA.	Empire 6-3455.	9	200	A	A	REC	G	.45	1.25	.. . . .
		EA.	6-0391.	19.	200	A	A	REC	.. . . .	.45	1.25	.. . . .
RIMOUSKI, P.Q.	YRW	PI.	Empire 6-0381.	19.	100	A	A	REC	.. . . .	.45	1.25	.. . . .
		BN.	AT 94591.	9,3	200	C	A	C	G	.35	.. . . .	.. . . .
RIVERSIDE, CALIF.	JRD	NW.	Atlas 2-1709.	4	200	C	A	C	.. . . .	.35	.. . . .	.. . . .
		CZ.	3333.	9,5.	500	A	C	AC	G	.55	1.25</

U.S.A. AND CANADIAN CITY DIRECTORY												
Up and Delivery	CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
											Per 100 Lb.	Minimum
1.25	ST. JOSEPH, MO.	STJ	FL.	Adams 4-7919. . .	3	200	C	C	C	. . .	.55	1.35
1.25			OZA	Adams 2-6066. . .	3	200	C	C	C	. . .	.55	1.35
1.25	ST. LOUIS, MO.	STL	AA.	Parkview 5-5510. .	9,5,10,15,52. . .	7000	A	A	C	G	.60	1.60
1.25			BN.	PE-1-2243.	9,3	200	A	A	C	. . .	.60	1.60
1.25			CN.	Perishing 1-2231. .	3	200	A	A	C	. . .	.60	1.60
1.25			DL.	PE-1-2194.	9,5,10,1-A. . . .	6000	A	A	C	. . .	.60	1.60
1.25			EA.	PE-1-0510.	9,19,10,52. . . .	200	A	A	C	. . .	.60	1.60
1.25			OZ.	Perishing 1-0990-3	3	200	A	A	C	. . .	.60	1.60
1.25	ST. PAUL, MINN.	MSP	TW.	Geneva 6-4800. . .	8,7,19,2,50. . . .	3000	A	A	C	. . .	.60	1.60
1.25			BN.	Call MSP.	9,3,5	500	C	A	C	. . .	.50	1.15
1.25			CA.	Parkway 1-1831. .	22.	150	C	A	C	. . .	.50	1.15
1.25			FT.	Parkway 1-3311. .	1	6000	C	A	C	. . .	.50	1.15
1.25			NO. . . . .	. . . . .	3	200	C	A	C	. . .	.50	1.15
1.25			NW.	Parkway 1-3567. .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	.50	1.15
1.25			WA.	Ext. 204.	11,2,4,6,10. . . .	2000	C	A	C	. . .	.50	1.15
1.25				Parkway 1-3383. .	6,9	200	C	A	C	. . .	.55	1.30
1.25	ST. PETERSBURG, FLA. .	PTE	EA.	HE-6-8100.	7,9,52,8,10,19. .	200	C	C	AC	G	.75	1.50
1.25			DL. . . . .	. . . . .	5	300	C	C	AC	G	.75	1.50
1.25			NA.	HEmlock 5-2161. .	9,6,17.	200	A	C	AC	. . .	.75	1.50
1.25			NE Served Through Tampa	Tampa 7-8492. . .	6	200	A	C	AC	. . .	. . .	. . .
1.25			NW. . . . .	. . . . .	10.	200	. . . . .	. . . . .	. . . . .	. . . . .	. . .	. . .
1.25			RD.	REDwood 6-1351. .	1	6000	A	C	AC	. . .	.75	1.50
1.25			TC.	5-7611.	(Served Through Tampa)	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . .	. . .
1.25	SACRAMENTO, CALIF. . .	SLE	UA.	Empire 2-2441. . .	9	300	C	A	PKX	G	.50	1.00
1.25	SALINA, KAN.	SLN	CO.	TA-7-5553.	3	200	C	A	MKC	G	.35	1.00
1.25	SALINAS, CALIF.	SNS	UA.	Harrison 4-7686. .	9	200	A	A	SFO	. . .	No Service Available	. . .
1.25	SALT LAKE CITY, UTAH. .	SLC	AL.	3158.	3	150	C	A	. . .	. . .	.50	1.25
1.25			BL.	Davis 8-8656. . . .	9	200	A	C	DEN	G	.40	1.10
1.25			FL.	Empire 4-6796. . .	3	200	A	C	DEN	. . .	.40	1.10
1.25			UA.	Davis 22-5571. . .	9,5,6,10.	400	A	C	DEN	. . .	.40	1.10
1.25			WA.	Davis 2-0186. . . .	9,6	200	A	C	DEN	. . .	.40	1.10
1.25	SAN ANGELO, TEX. . . .	SJT	CO.	7196.	9,3	200	C	C	SAT	. . .	.50	1.10
1.25			TT.	8193.	3	150	C	C	SAT	. . .	.50	1.10
1.25	SAN ANTONIO, TEX. . . .	SAT	AA.	Taylor 4-1401. . .	5,15.	6000	A	A	C	G	.55	1.10
1.25			BN.	TA 2-3351.	9,3,10,5.	500	A	A	C	. . .	.55	1.10
1.25			CO.	TA 6-8591.	3,5,6,10.	400	A	A	C	. . .	.55	1.10
1.25			EA.	TA 6-3230.	9,7,10,1,52. . . .	200	A	A	C	. . .	.55	1.10
1.25			TT.	TA 6-6301.	3	150	A	A	C	. . .	.55	1.10
1.25	SAN BENITO, TEX.	HRL	TT.	GA 3-4200.	3	150	C	. . . . .	DAL	. . .	No Service Available	. . .
1.25	SAN BERNARDINO, CALIF.	JSB	LX. . . . .	. . . . .	20.	200	C	. . . . .	LAX	. . .	No Service Available	. . .
1.25	SAN DIEGO, CALIF. . . .	SAN	WA.	YUKon 6-1119. . .	6	200	C	. . . . .	LAX	. . .	No Service Available	. . .
1.25			AA.	CYpress 6-6128. . .	5,10.	600	C	A	AC	G	.65	1.50
1.25					(10,000 Via LAX)	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . .	. . .
1.25			BL.	CYpress 6-6144. . .	3	200	C	A	AC	. . .	.65	1.50
1.25			FT.	CYpress 6-6273. . .	Served through BUR	6000	C	A	AC	. . .	.65	1.50
1.25			UA.	Belmont 4-1771. . .	9,5,6,10.	400	C	A	AC	. . .	.65	1.50
1.25			WA.	CYpress 8-8861. . .	3	200	C	A	AC	. . .	.65	1.50
1.25	SASQUIT, B.C.	YSP	CP. . . . .	. . . . .	3	200	. . . . .	. . . . .	. . . . .	. . . . .	. . .	. . .
1.25	SAN FRANCISCO, CALIF. .	SFO	AA.	YUKon 2-4620. . .	5,15,50,10.	6000	A	A	AC	G	.75	1.55
1.25			FT.	Plaza 5-9405. . . .	1,15,23.	10000	. . . . .	. . . . .	. . . . .	. . . . .	.75	1.55
1.25			JL.	Juno 3-3612.	6	600	A	A	AC	. . .	. . .	. . .
1.25			PA.	EX 7-1414.	11,6,10,2.	600	A	A	AC	. . .	. . .	. . .
1.25			PC.	Plaza 5-9200. . . .	3,19.	200	A	A	AC	. . .	.75	1.55
1.25			TW.	YUKon 2-5800. . . .	2,8,7,50.	3000	A	A	AC	. . .	.75	1.55
1.25			UA.	Juno 8-2424. . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . .	. . .
1.25			WA.	Juno 8-1443. . . .	9,5,15,6,10. . . .	6000	A	A	AC	. . .	.75	1.55
1.25			PC.	Plaza 6-0677. . . .	6	200	A	A	AC	. . .	.75	1.55
1.25	SAN JOSE, CALIF.	SJC	PC.	CYpress 5-5408. . .	3,19.	200	C	C	SFO	. . .	1.00	2.00
1.25	SAN JUAN, PUERTO RICO .	SJU	DL.	9-0045.	9	200	. . . . .	A	AC	. . .	. . .	. . .
1.25			EA.	9-0020.	10,6,52.	200	C	A	AC	. . .	. . .	. . .
1.25			PA.	2-5000.	2,6,10,15.	6000	C	A	AC	. . .	. . .	. . .
1.25			RD.	9-0360.	1,2	6000	C	A	AC	. . .	. . .	. . .
1.25			THC.	San Juan 9-0037. .	4,6,2	1102	C	A	AC	. . .	.65	1.35
1.25	SAN LOUIS OBISPO, CALIF.	SBP	PC.	Enterprise 1-1513	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	No Service Available	. . .
1.25	SANTA ANA, CALIF. . . .	SNA	BL.	Kimberly 5-1146. .	3	200	C	C	LAX	. . .	.65	1.50
1.25	SANTA BARBARA, CALIF. .	SBA	LX. . . . .	. . . . .	20.	200	C	C	LAX	. . .	. . .	. . .
1.25			UA.	Woodland 8-5121. .	19.	200	. . . . .	A	LAX	. . .	No Service Available	. . .
1.25				Woodland 7-1255. .	9	200	A	A	LAX	. . .	No Service Available	. . .
1.25	SANTA CLARA, CALIF. . .	SJC	See San Jose, Calif.	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . .	. . .
1.25	SANTA CRUZ, CALIF. . .	WVI	SW (Service Suspended)	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . .	. . .
1.25	SANTA FE, N.M.	SAF	CO.	3-6397.	9,3,22.	200	C	C	ELP	G	1.05	1.10
1.25			TW.	3-6671.	19.	250	C	C	ELP	. . .	1.05	1.10
1.25	SANTA MARIA, CALIF. . .	SMK	PC.	Walnut 5-2541. . .	3	200	C	C	LAX	. . .	No Service Available	. . .
1.25	SANTA MONICA, CALIF. .	SMD	LX. . . . .	. . . . .	20.	200	C	. . . . .	LAX	. . .	No Service Available	. . .
1.25	SANTA ROSA, CALIF. . .	STS	PC.	Liberty 2-7095. . .	3,19.	200	C	C	SFO	. . .	No Service Available	. . .
1.25	SARASOTA, N.Y.	SLK	RA.	2052.	19.	200	C	C	MAL	. . .	No Service Available	. . .
1.25	SARASOTA, FLA.	SRQ	NA.	Elgin 5-5131. . . .	9,6,17.	200	A	C	TPA	. . .	.50	1.00
1.25			RD (Demand Service)	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	.50	1.00
1.25	SARATON, SASK.	YKE	TC.	8224.	13,22.	200	C	C	C	. . .	.50	1.00
1.25	SARIS STE. MARIE, MICH.	INR	CA.	Melrose 2-3371. . .	3,4	250	C	C	AC	G	.50	1.00
1.25			NO. . . . .	. . . . .	3,9	200	C	C	AC	G	.50	1.00
1.25	SARIS STE. MARIE, ONT.	INR	TC.	Algoma 6-5666. . .	22.	200	C	C	C	. . .	.35	.75
1.25	SARASOTA, GA.	SAV	DL.	AD 3-0267.	9,3	300	A	A	C	G	.75	1.50
1.25			EA.	AD-3-0211. . . .								

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		CITY
										Per 100 Lb.	Minutes	
SMITHERS, B.C.	YYD	CP.	Atlantic 8-4441	1,3,6,9	200							VICTORIA, B.C.
SOUTH BEND, IND.	SBH	PT.	Central 4-4172	Served Through Chicago					G	.55	1.25	VICTORIA, B.C.
		LC	Central 3-1101	3	200	A	A	CHI		.55	1.25	VICTORIA, B.C.
		NO.	Central 2-1414	19	250	A	A	CHI		.55	1.25	VICTORIA, B.C.
		UA.	Central 2-4811	3	300	A	A	CHI		.55	1.25	VICTORIA, B.C.
SOUTHERN PINES, N.C.	SOP	PT.	2-8941	3	100	C	C	ROU		1.00	1.00	WALLA WALLA
SPARTANBURG, S.C.	SPA	DL.	7131	3	200	A	A	ATL		.45	1.25	WALTON, ONT.
		EA.	3-4571	19	200	A	A	ATL		.45	1.25	WALTON, ONT.
		SO.	3-5532	3	100	A	A	ATL		.45	1.25	WALTON, ONT.
SPEARFISH, S.D.	SPF	NO.	9,3	200						No Service Available		WALTON, ONT.
SPOKANE, WASH.	SGS	NW.	Madison 4-3213	11,4,6,10,2	500	A	A	C	G	.60	1.25	WALTON, ONT.
		UA.	Temple 8-8222	9,5,6	300	A	A	C		.60	1.25	WALTON, ONT.
		WC.	RI 7-7114	3	150	A	A	C		.60	1.25	WALTON, ONT.
SPRINGFIELD, ILL.	SPI	AA.	8-3464	9	250	C	A	C	G	.40	1.25	WALTON, ONT.
		OZ.	8-9677	3	200	C		C		.40	1.25	WALTON, ONT.
SPRINGFIELD, MASS.	BDL	AA.	REpublic 7-3774	Served Through Hartford					G	.65	1.25	WALTON, ONT.
(Bradley Field)		EA.	RE-2-6275	Served Through Hartford						.65	1.25	WALTON, ONT.
		FT.	REpublic 4-5675	Served Through Hartford						.65	1.25	WALTON, ONT.
		NE.	National 3-4418	Served Through Hartford						.65	1.25	WALTON, ONT.
		TV.								.65	1.25	WALTON, ONT.
		UA.	REpublic 9-3851	5,9,10,15	4000	A	C			.65	1.25	WALTON, ONT.
SPRINGFIELD, MASS.	BAF	MO.	REpublic 7-0107	3	200	A	C	C		.65	1.25	WALTON, ONT.
(Barnes Field)												WALTON, ONT.
SPRINGFIELD, MO.	SGF	AA.	4-1871	9	250	A	C	MKC	G	.40	1.25	WALTON, ONT.
		DL.	4-7353	9,3	200	A	C	MKC		.40	1.25	WALTON, ONT.
		LC.	4-6861	3	200	A	C	MKC		.40	1.25	WALTON, ONT.
SPRINGFIELD, OHIO	SGH	NY.	Enterprise 5-6408	Served Through Dayton						No Service Available		WALTON, ONT.
STAMFORD, CONN.	SGC	See Philadelphia, Pa.	Davis 3-8785	20	200			LGA				WALTON, ONT.
STATE COLLEGE, PA.	PSB	See Philadelphia, Pa.										WALTON, ONT.
STEUBENVILLE, N.D.	YJT	TC.	5132	13	200	C	C	AC		.35		WALTON, ONT.
		MAR.	3,2144	3,1,4	500	A	A	A				WALTON, ONT.
STERLING, COLO.	STR	FL.	LA 2-5445	3	200			DEN				WALTON, ONT.
STEVENS POINT, WIS.	SWE	NO.	2510	3	200	C						WALTON, ONT.
STILLWATER, OKLA.	SWO	CH.	Frontier 2-2647	3	200	C	C	DAL		No Service Available		WALTON, ONT.
STOCKTON, CALIF.	SCK	PC.	Howard 4-2440	3	200	C	C	SFO	G	.80	1.25	WALTON, ONT.
		UA.	Howard 6-9755	9	300	C	C	SFO		.80	1.25	WALTON, ONT.
STUART, FLA.	SUA	RD (Demand Service)	933	1	6000					No Service Available		WALTON, ONT.
STUTTGART, ARK.	SOT	TT.	WA 2-6200	3	150	C	C	MEM		No Service Available		WALTON, ONT.
SUDBURY, ONT.	YSB	TC.	OSborne 4-2428	22	200	C	C	C		.50	1.00	WALTON, ONT.
SWIFT CURRENT, SASK.	YYN	TC.	2945	3	200	C	C	C		.70	.75	WALTON, ONT.
SYDNEY, N.S.	YQY	TC.	4546	13,22	200	C	C	C		.50	1.00	WALTON, ONT.
SYRACUSE, N.Y.	SYR	AA.	Glennview 4-2423	9,5	500	C	C	C	G	.45	1.25	WALTON, ONT.
		EA.		7,19	200	C	C	C		.45	1.25	WALTON, ONT.
		MO.	54-3251	9,3	200	C	C	C		.45	1.25	WALTON, ONT.
TACOMA, WASH.	SEA	WA.	Broadway 2-5188	6	200	C	C	AC		.65	1.75	WALTON, ONT.
TALLAHASSEE, FLA.	TLH	EA.	3-2800	19,9	200	A	A	PFN	G	.50	1.50	WALTON, ONT.
		NA.	2-4410	9,17	200	A	A	PFN		.50	1.50	WALTON, ONT.
TAMPA, FLA.	TPA	CA.								.75	1.50	WALTON, ONT.
		EA.	REDwood 6-2461	8,7,19,9,52,10	200	A	A	AC	G	.75	1.50	WALTON, ONT.
		DL.		9	300	A	A	AC		.75	1.50	WALTON, ONT.
		NA.	REDwood 6-9833	9,5,6,17	400	A	A	AC		.75	1.50	WALTON, ONT.
		NE.	RE 6-2987	6,22	200	A	A	AC		.75	1.50	WALTON, ONT.
		NW.		10,6	200					.75	1.50	WALTON, ONT.
		RD.	REDwood 6-1351	1	6000	A	A	AC		.75	1.50	WALTON, ONT.
		TC.	Enterprise 5-7611	13,7	200	A	A	AC		.75	1.50	WALTON, ONT.
		TM.	REDwood 6-4108	7	250	A	A	AC		.75	1.50	WALTON, ONT.
		ASA.	HE-5-2151	1		A	A	AC				WALTON, ONT.
TEMPLE, TEX.	TPL	CO.	PR 3-5222	3,9	200	C	C	SAT	G	.55	1.35	WALTON, ONT.
		TT.	PR 8-2777	3	150	A	C	SAT		.55	1.35	WALTON, ONT.
TERRACE, B.C.	YFT	CP.	152	3	200	C						WALTON, ONT.
TERRE HAUTE, IND.	HUF	LC	1-6159	3	200	A	C	EVV				WALTON, ONT.
		TV.	Lincoln 1234	19	250	A	C	EVV		No Service Available		WALTON, ONT.
TETERBORO, N.J.	TEB	NY.		19	200			LGA				WALTON, ONT.
TEXARKANA, ARK.	TXK	BN.	2-6562	3	200	C	C	DAL		.50	1.25	WALTON, ONT.
		TT.	2-4517	3	150	C	C	DAL		.50	1.25	WALTON, ONT.
THIEF RIVER FALLS, MINN.	TVF	NO.	78	3	200	C	A			No Service Available		WALTON, ONT.
TIMMINS, ONT.	YTS	TC.	1440	22	200	C	C	C		.55	1.25	WALTON, ONT.
TOLEDO, OHIO	TOL	CA.	Holland HU 7-2121	3	150	C	A	C	G	.45	1.50	WALTON, ONT.
		DL.	Holland 7-2369	9,3	300	C	A	C		.45	1.50	WALTON, ONT.
		EA.	Holland 7-2311	9,7,10	200	C	A	C		.45	1.50	WALTON, ONT.
		FT.	CHerry 4-4276	Served Through Detroit Mich.						.45	1.35	WALTON, ONT.
		LC.	UN(Holland) 5-2358	3	200	C	A	C		.45	1.50	WALTON, ONT.
		TV.	CHerry 4-8343	3,19	250	C	A	C		.45	1.50	WALTON, ONT.
TONOPAH, NEV.	TTH	UA.	Holland 7-2347	9,6	400	C	A	C		.45	1.50	WALTON, ONT.
TOPEKA, KAN.	TOP	RL.	742	3	200	C	A	SFO		No Service Available		WALTON, ONT.
		CO.	Central 3-2307	3	200	A	A	MKC	G	.55	1.25	WALTON, ONT.
TORONTO, ONT.	YYZ	CN.	Central 3-9671	3	200	A	A	MKC	G	.55	1.25	WALTON, ONT.
		AA.	Empire 8-4365	9,5	500	A	A	AC		.55	1.25	WALTON, ONT.
		CP.	BUTler 6-3601	14A	500	A	AC	AC		.45	1.50	WALTON, ONT.
		TC.	Empire 6-9471	12,13,7,22	200	A	A	AC		.45	1.50	WALTON, ONT.
TRAIL, B.C.	YTF	CP.	1388	9	200	C	C	C		Served via Castlegar		WALTON, ONT.
TRAVERSE CITY, MICH.	TVG	CA.	Windsor 7-5955	3,4	150	A	A	MKC		No Service Available		WALTON, ONT.
TRENTON, N.J.	TTN	AL.	Tuxedo 2-4100	3	150	C	A	PHL		.55	1.10	WALTON, ONT.
		NY (Service Suspended)										WALTON, ONT.
TUSCON, ARIZ.	TUS	AA.	Main 3-4911	5,10	600	A	A	DUG	G	.78	1.50	WALTON, ONT.
		FL.	Main 3-0671	3	200	A	A	DUG		.78	1.50	WALTON, ONT.
		TV.	Main 3-5438	8	250	A	A	DUG		.78	1.50	WALTON, ONT.
TULSA, OKLA.	TUL	AA.	Temple 8-3361	9,5,10,52	600	A	A	MKC	G	.50	1.25	WALTON, ONT.
		BN.	Temple 5-1561	9,3	500	A	A	MKC		.50	1.25	WALTON, ONT.
		CO.	Temple 5-7677	9,3,5	200	A	A	MKC		.50	1.25	WALTON, ONT.
		CN.	Temple 5-9521	3	200	A	A	MKC		.50	1.25	WALTON, ONT.
		TV.	Luther-4-6127	8	250	A	A	MKC		.50	1.25	WALTON, ONT.
TUPELO, MISS.	TUP	SO.	Vinewood 2-8055	3	100	C				.60	1.25	WALTON, ONT.
TUSCALOOSA, ALA.	TCL	SO.	FL 2-3541	3	100		A			.50	1.25	WALTON, ONT.
TUSCUMBIA, ALA.	MSL	See Sheffield, Ala.										WALTON, ONT.
TWIN FALLS, IDA.	TWF	UA.	Twin Falls 2700	9	200	C	C	GGG		.50	1.50	WALTON, ONT.
		WC.	REDwood 3-6721	3	150	C	C	GGG		.50	1.50	WALTON, ONT.
TYLER, TEX.	TYR	TT.	4-9379	3	150	C	A	DAL	G	.60	1.35	WALTON, ONT.
UKIAH, CALIF.	UKI	PC.	Homestead 2-3742	3	200		C			No Service Available		WALTON, ONT.
URANUM CITY, SASK.	YBE	CP.	CPA	1,3	500			C				WALTON, ONT.
URBANA, ILL.	YBL	See Champaign, Ill.										WALTON, ONT.
UTICA, N.Y.	UCA	MO.	6-9375	9,3	200	C	C	C	G	.75	1.50	WALTON, ONT.
VAL D'OR, QUE.	YVO	TC.	CHerry 2-4862	22	200	C	C	C		.50	1.00	WALTON, ONT.
VALDOSTA, GA.	VLD	NA.	CH 2-8945	3	100	C	C	JAX		.60	1.35	WALTON, ONT.
VALENTINE, NEB.	VTN	SO.	82	3	100	C	C	JAX		.60	1.35	WALTON, ONT.
VANCOUVER, B.C.	YVR	TC.	Tatlow 6301	12,13,3,7,22	200	C	C	C		.35	.45	WALTON, ONT.
		UA.	Dupont 2177	9,10,6	300	C	C	C		.45	.45	WALTON, ONT.
		CP.	Mutual 3-9211	3,6,9,14A	500	C	AC	C		.35	.45	WALTON, ONT.
VENTURA, CALIF.	OKR	See Oxnard, Calif.								No Service Available		WALTON, ONT.
VERNAL, UTAH	VEL	FL.	973	3	200	C	A	DEN		.35	.75	WALTON, ONT.
VERO BEACH, FLA.	VBS	EA.	2344	19	200	A	A	PBI		.35	1.50	WALTON, ONT.
VICKSBURG, MISS.	VKS	SO.	550	3	200	C				.75	1.50	WALTON, ONT.
VICTORIA, B.C.	YYJ	TC.	2-5147	3	200	C	C	C		.35	.75	WALTON, ONT.
VICTORIA, TEX.	AOE	TT.	HI 5-2341	3	150	C		SAT		No Service Available		WALTON, ONT.

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EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
All Shipments.....	Land O'Lakes, Wisc.	North Central...	
Chinchillas.....	All points.....	Frontier....	Applies to Air Freight only; does not apply to Air Express.
Dogs.....	All points.....	Bonanza.....	Applies to Air Express and Air Freight (Dogs will be carried as excess baggage only).
Flowers.....	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only.....	Capital.....	
Live-Animals.....	All points.....	Bonanza.....	Applies to Air Freight, Air Express on F-27A equipment only.
		Trans. Texas	TTA applies to excess baggage and Air Express, effective June 1, thru October 1.
Live-Animals.....	Through Chicago.....	Ozark.....	
Meat, Meat Products.....	Off Line points within Mexico.....	AA.....	
Poultry.....	All points.....	Ozark.....	Applies to Air Express and Air Freight.
Rodents.....	All points.....	Pacific.....	Applies to Air Freight and Air Express.
Shipments of Metallic Mercury or Manufactured Articles, apparatus, etc., Containing Metallic Mercury.....	All points.....	North Central...	
	All points.....	Northwest...	

EXPLANATION OF CODES AND SYMBOLS

X -Daily
 A -Weekdays (Monday through Saturday)
 ① -Monday
 ② -Tuesday
 ③ -Wednesday
 ④ -Thursday
 ⑤ -Friday
 ⑥ -Saturday
 ⑦ -Sunday
 Ex-Except

P -Combination Passenger/Cargo
 Flights with Max. Cargo capacity.
 Ar-Arrival
 Lv-Departure
 f -Optional Landing (flag stop)
 X -Technical Landing
 T -Service Temporarily Suspended

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

- the Greyhound carrier's inter-city rate;
- the airline's inter-city rate;
- the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

AIRCRAFT CHARTS

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50 BOEING 707

Applicable To PAA

		4	8	12	16	20	24	28	32	36	40	44	48					
PACKAGE HEIGHT IN INCHES	68	A	108	—	—	Line A — Use when package weighs less than 50 kilos and may be turned on side for loading.								A	68			
	64	A	126	—	—									A	66			
	60	A	140	106	—									A	64			
	62	A	152	125	—									A	62			
	60	A	162	139	101									A	60			
	58	A	171	150	118									A	58			
	56	A	181	160	130									A	56			
	54	A	190	170	141	99								A	54			
	52	A	199	180	151	118								A	52			
	50	A	208	188	161	130								A	50			
		47	A	221	201	174	147	121	106	94	84	63	53	—	—	A	47	
		44	B	127	120	112	103	95	87	78	70	63	53	—	—	A	47	
			44	A	232	214	186	161	137	123	113	105	96	85	65	—	A	44
			B	133	126	118	110	102	95	88	84	82	80	65	—	A	44	
			40	A	243	229	202	178	156	140	124	114	106	95	85	—	A	40
			B	149	141	134	133	130	124	116	109	102	95	85	—	A	40	
			36	A	250	241	218	195	173	156	138	125	113	106	96	74	A	36
			B	169	168	162	153	145	133	128	120	113	106	96	74	A	36	
			32	A	255	250	233	210	187	168	149	135	125	114	105	87	A	32
			B	198	194	182	170	160	148	139	130	122	114	105	87	A	32	
		28	A	259	257	243	225	200	179	159	149	138	124	113	96	A	28	
		B	222	215	200	186	174	160	149	139	130	122	113	96	A	28		
		24	A	263	261	254	238	212	189	179	168	156	140	123	103	A	24	
		B	242	236	219	202	187	172	158	147	137	128	119	103	A	24		
		20	A	266	265	261	249	222	212	200	187	173	156	137	109	A	20	
		B	261	257	238	218	200	183	167	153	143	133	125	109	A	20		
		16	A	271	268	266	258	249	238	225	210	195	178	161	142	A	16	
		B	269	268	256	233	213	193	175	159	148	138	129	114	A	16		
		12	A	273	271	269	266	261	254	243	231	218	202	186	169	A	12	
		B	272	270	269	248	224	202	181	164	152	141	132	118	A	12		
	8	A	277	272	271	268	265	261	257	250	241	229	214	197	A	8		
	B	274	272	271	263	233	209	187	269	155	144	134	121	A	8			
	4	A	276	274	273	271	266	263	259	255	250	243	232	216	A	4		
	B	275	274	273	270	240	214	190	172	158	146	135	123	A	4			
		4	8	12	16	20	24	28	32	36	40	44	48					
PACKAGE WIDTH IN INCHES																		

50A BOEING 707

**FIRST DIMENSION (LENGTH) IS FOUND AT THE
INTERSECTION OF THE OTHER TWO COLUMNS**
Applicable To AA

[illegible]

11 BOEING STRATOCRUISER

FIRST DIMENSION (IN INCHES)

[illegible]

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

CANADAIR NORTH STAR (COMBINATION)

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

HEIGHT (IN INCHES)

**FIND LENGTH AT INTERSECTION
OF HEIGHT AND WIDTH**

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

**FIND THIRD DIMENSION
(IN INCHES) AT INTERSECTION OF
FIRST AND SECOND DIMENSIONS**

DE HAVILAND COMET IV

Find Third Dimension (in inches) At
Intersection of First & Second Dimensions

Applicable to DL Only

**NOTE: IF EXACT DIMENSION IS NOT SHOWN,
USE NEXT LARGER DIMENSION**

AIRCRAFT CHARTS

DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

2

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
16								550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
18									550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
20										550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
22											550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
24												550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
26													550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
28														550	550	550	550	550	550	550	550	550	550	550	550	550	550
30															550	550	550	550	550	550	550	550	550	550	550	550	550
32																550	550	550	550	550	550	550	550	550	550	550	550
34																	550	550	550	550	550	550	550	550	550	550	550
36																		550	550	550	550	550	550	550	550	550	550
38																			550	550	550	550	550	550	550	550	550
40																				550	550	550	550	550	550	550	550
42																					550	550	550	550	550	550	550
44																						550	550	550	550	550	550
46																							550	550	550	550	550
48																								550	550	550	550
50																									550	550	550
52																										550	550
54																											550
56																											
58																											
60																											
62																											
64																											
66																											

		WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
		56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2 4 6	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133	130
	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130	
	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127	
8 10 12	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	125	123
	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121	
	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120	
14 16 18	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	118	
	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119		
	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118		
20 22 24	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	115	
	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116		
	317	304	290	275	261	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115		
26 28 30	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	111	
	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112		
	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111		
32 34 36	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	114	113	112	111	110	109	108	
	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	112	111	110	109	108	106		
	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	110	109	108	107	105		
38 40 42	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	110	109	108	107	107	106	105	104	
	214	207	199	192	184	175	153	138	132	127	123	120	117	116	115	114	113	112	111	110	109	108	107	106	105	103		
	205	198	191	184	176	168	150	137	131	126	122	119	116	115	114	113	112	111	110	109	108	107	106	105	104	102		
44 46 48	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100	
	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	111	110	109	108	106	105	104	103	102	101	100		
	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	100	99	97		
50 52 54	170	164	159	153	147	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	99	98	96	
	163	158	153	147	143	137	132	127	123	120	116	113	110	108	107	106	105	104	103	102	101	100	99	98	97	95		
	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	102	101	100	99	98	97	95		
56 58 60	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100	99	98	97	95		
	142	138	134	129	127	122	119	116	113	110	108	106	105	104	103	102	101	100	99	99	98	97	96	95	94	92		
	134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99	98	97	96	95	94	93	91			
62 64 65			126	121	119	111	115	112	109	107	105	103	101	100	99	98	97	96	95									
				117	114	111	110	107	105	102	100	98	96	95	94	93												
					111	108	105	102	100	98	96	95	94	93														

AIRCRAFT CHARTS

4

DOUGLAS DC-4

LINE A applies to: CA, KL, PA
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86											
	B	72											
12	A	86	86	86	86	86							
	B	72	72	65	65	60							
14	A	86	86	86	86	86	86						
	B	72	72	65	65	60	57						
16	A	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55					
18	A	86	86	86	86	86	86	86	86				
	B	65	65	65	65	60	57	55	52				
20	A	86	86	86	86	86	86	86	86	76			
	B	65	65	65	65	60	57	55	52	50			
22	A	86	86	86	86	86	86	86	86	76	71		
	B	65	65	65	65	60	57	55	52	50	47		
24	A	86	86	86	86	86	86	86	86	76	71	67	
	B	65	65	65	65	60	57	55	52	50	47	45	
26	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
28	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
30	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
32	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
34	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
36	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
38	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
40	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
42	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
44	A	86	86	86	86	86	86	86	86	76	71	67	
	B	65	65	65	65	60	57	55	52	50	47	45	
46	A	86	86	86	86	86	86	86	86	76	71	67	
	B	65	65	65	65	60	57	55	52	50	47	—	
48	A	86	86	86	86	86	86	86	86	76	71		
	B	65	65	65	65	60	57	55	52	50	—		
50	A	86	86	86	86	86	86	86	86	76			
	B	65	65	65	65	60	57	55	52	50			
52	A	86	86	86	86	86	86	86	86	—			
	B	65	65	65	65	60	57	55	52				
54	A	86	86	86	86	86	—	—					
	B	65	65	65	65	60	57	55					
56	A	86											
	B	—											

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

5

DOUGLAS DC-6

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
SECOND DIMENSION (IN INCHES)	2	A	150													
		B	150													
		C	150													
	4	A	150	150												
		B	150	150												
		C	150	150												
	6	A	150	150	150											
		B	150	150	150											
		C	150	150	150											
	8	A	150	150	150	150										
		B	150	149	149	149										
		C	150	150	150	150										
	10	A	150	150	150	150	150									
		B	150	143	140	137	133									
		C	150	150	150	150	150									
	12	A	150	150	150	150	150	146								
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	146	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
	C	150	150	150	150	135	123	121	111	105						
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
	C	150	150	150	142	131	110	104	98	95	90					
20	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
	C	150	150	147	130	125	103	98	92	90	84	81				
22	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
	C	150	147	138	123	115	96	91	88	84	78	74	71			
23	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
24	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
25	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
26	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
27	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
28	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
29	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
30	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
31	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	75														
32	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
33	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
34	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
35	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
36	A	73	73	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	73	73	73	73	73	73	73	73	73	73	63	63	53	53	
37	A	51	51	51	51	51	51	51	51	51	51	51	51	51	51	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	51	51	51	51	51	51	51	51	51	51	51	51	51	51	

AIRCRAFT CHARTS

6

DOUGLAS DC-6B

LINE A applies to: AA, CP, WA

LINE B applies to: CO, KL, SAS

LINE C applies to: LAN, NA, NE, NW, PA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

Line	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	72	75	78	81	84	87	90	93	96	99	102	105	108	111	114	117	120	123	126	129	132	135	138	141	144	147	150	153	156	159	162	165	168	171	174	177	180	183	186	189	192	195	198	201	204	207	210	213	216	219	222	225	228	231	234	237	240	243	246	249	252	255	258	261	264	267	270	273	276	279	282	285	288	291	294	297	300	303	306	309	312	315	318	321	324	327	330	333	336	339	342	345	348	351	354	357	360	363	366	369	372	375	378	381	384	387	390	393	396	399	402	405	408	411	414	417	420	423	426	429	432	435	438	441	444	447	450	453	456	459	462	465	468	471	474	477	480	483	486	489	492	495	498	501	504	507	510	513	516	519	522	525	528	531	534	537	540	543	546	549	552	555	558	561	564	567	570	573	576	579	582	585	588	591	594	597	600	603	606	609	612	615	618	621	624	627	630	633	636	639	642	645	648	651	654	657	660	663	666	669	672	675	678	681	684	687	690	693	696	699	702	705	708	711	714	717	720	723	726	729	732	735	738	741	744	747	750	753	756	759	762	765	768	771	774	777	780	783	786	789	792	795	798	801	804	807	810	813	816	819	822	825	828	831	834	837	840	843	846	849	852	855	858	861	864	867	870	873	876	879	882	885	888	891	894	897	900	903	906	909	912	915	918	921	924	927	930	933	936	939	942	945	948	951	954	957	960	963	966	969	972	975	978	981	984	987	990	993	996	999	1002	1005	1008	1011	1014	1017	1020	1023	1026	1029	1032	1035	1038	1041	1044	1047	1050	1053	1056	1059	1062	1065	1068	1071	1074	1077	1080	1083	1086	1089	1092	1095	1098	1101	1104	1107	1110	1113	1116	1119	1122	1125	1128	1131	1134	1137	1140	1143	1146	1149	1152	1155	1158	1161	1164	1167	1170	1173	1176	1179	1182	1185	1188	1191	1194	1197	1200	1203	1206	1209	1212	1215	1218	1221	1224	1227	1230	1233	1236	1239	1242	1245	1248	1251	1254	1257	1260	1263	1266	1269	1272	1275	1278	1281	1284	1287	1290	1293	1296	1299	1302	1305	1308	1311	1314	1317	1320	1323	1326	1329	1332	1335	1338	1341	1344	1347	1350	1353	1356	1359	1362	1365	1368	1371	1374	1377	1380	1383	1386	1389	1392	1395	1398	1401	1404	1407	1410	1413	1416	1419	1422	1425	1428	1431	1434	1437	1440	1443	1446	1449	1452	1455	1458	1461	1464	1467	1470	1473	1476	1479	1482	1485	1488	1491	1494	1497	1500	1503	1506	1509	1512	1515	1518	1521	1524	1527	1530	1533	1536	1539	1542	1545	1548	1551	1554	1557	1560	1563	1566	1569	1572	1575	1578	1581	1584	1587	1590	1593	1596	1599	1602	1605	1608	1611	1614	1617	1620	1623	1626	1629	1632	1635	1638	1641	1644	1647	1650	1653	1656	1659	1662	1665	1668	1671	1674	1677	1680	1683	1686	1689	1692	1695	1698	1701	1704	1707	1710	1713	1716	1719	1722	1725	1728	1731	1734	1737	1740	1743	1746	1749	1752	1755	1758	1761	1764	1767	1770	1773	1776	1779	1782	1785	1788	1791	1794	1797	1800	1803	1806	1809	1812	1815	1818	1821	1824	1827	1830	1833	1836	1839	1842	1845	1848	1851	1854	1857	1860	1863	1866	1869	1872	1875	1878	1881	1884	1887	1890	1893	1896	1899	1902	1905	1908	1911	1914	1917	1920	1923	1926	1929	1932	1935	1938	1941	1944	1947	1950	1953	1956	1959	1962	1965	1968	1971	1974	1977	1980	1983	1986	1989	1992	1995	1998	2001	2004	2007	2010	2013	2016	2019	2022	2025	2028	2031	2034	2037	2040	2043	2046	2049	2052	2055	2058	2061	2064	2067	2070	2073	2076	2079	2082	2085	2088	2091	2094	2097	2100	2103	2106	2109	2112	2115	2118	2121	2124	2127	2130	2133	2136	2139	2142	2145	2148	2151	2154	2157	2160	2163	2166	2169	2172	2175	2178	2181	2184	2187	2190	2193	2196	2199	2202	2205	2208	2211	2214	2217	2220	2223	2226	2229	2232	2235	2238	2241	2244	2247	2250	2253	2256	2259	2262	2265	2268	2271	2274	2277	2280	2283	2286	2289	2292	2295	2298	2301	2304	2307	2310	2313	2316	2319	2322	2325	2328	2331	2334	2337	2340	2343	2346	2349	2352	2355	2358	2361	2364	2367	2370	2373	2376	2379	2382	2385	2388	2391	2394	2397	2400	2403	2406	2409	2412	2415	2418	2421	2424	2427	2430	2433	2436	2439	2442	2445	2448	2451	2454	2457	2460	2463	2466	2469	2472	2475	2478	2481	2484	2487	2490	2493	2496	2499	2502	2505	2508	2511	2514	2517	2520	2523	2526	2529	2532	2535	2538	2541	2544	2547	2550	2553	2556	2559	2562	2565	2568	2571	2574	2577	2580	2583	2586	2589	2592	2595	2598	2601	2604	2607	2610	2613	2616	2619	2622	2625	2628	2631	2634	2637	2640	2643	2646	2649	2652	2655	2658	2661	2664	2667	2670	2673	2676	2679	2682	2685	2688	2691	2694	2697	2700	2703	2706	2709	2712	2715	2718	2721	2724	2727	2730	2733	2736	2739	2742	2745	2748	2751	2754	2757	2760	2763	2766	2769	2772	2775	2778	2781	2784	2787	2790	2793	2796	2799	2802	2805	2808	2811	2814	2817	2820	2823	2826	2829	2832	2835	2838	2841	2844	2847	2850	2853	2856	2859	2862	2865	2868	2871	2874	2877	2880	2883	2886	2889	2892	2895	2898	2901	2904	2907	2910	2913	2916	2919	2922	2925	2928	2931	2934	2937	2940	2943	2946	2949	2952	2955	2958	2961	2964	2967	2970	2973	2976	2979	2982	2985	2988	2991	2994	2997	3000	3003	3006	3009	3012	3015	3018	3021	3024	3027	3030	3033	3036	3039	3042	3045	3048	3051	3054	3057	3060	3063	3066	3069	3072	3075	3078	3081	3084	3087	3090	3093	3096	3099	3102	3105	3108	3111	3114	3117	3120	3123	3126	3129	3132	3135	3138	3141	3144	3147	3150	3153	3156	3159	3162	3165	3168	3171	3174	3177	3180	3183	3186	3189	3192	3195	3198	3201	3204	3207	3210	3213	3216	3219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AIRCRAFT CHARTS

DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN.....	23"x28"x44"	LC.....	20"x24"x44"
CP.....	24"x28"x35 7/8"	FL.....	36"x44"x86"
	56"x56"x93"	NE, PA & PC.	28"x40"x44"
	24"x60"x181"		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64			
WIDTH (IN INCHES)	2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34			
	4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34		
	6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34		
	8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33		
	10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	
	12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32
	14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	31	31
	16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	30	30
	18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	29	29
	20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	29	29
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	25	25	
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	25	25	
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	25	25	

FIND HEIGHT (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

15

DOUGLAS DC-6A (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	494	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	206	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	196	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
105	115																		

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

23

LOCKHEED SUPER CONSTELLATION (ALL CARGO)

HEIGHT (IN INCHES)

	54	60	66	72	74
3	840	840	696	486	414
6	840	792	624	462	372
9	840	702	534	402	366
12	762	624	495	366	297
15	576	498	396	293	264
24	480	402	318	246	228
30	390	327	270	216	198
36	324	276	231	189	162
48	240	210	176	144	132
60	186	165	138	110	1

AIRCRAFT CHARTS

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

Not applicable to TC (See Chart 7-A).

FIRST DIMENSION (IN INCHES)

	2	12	13	16	18	21	24	25	28	29	30	39	40
2	312	300	300	300	300	300	300	300	123	100	100	100	
3	312	300	266	220	220	200	200	200	111	100	100	100	
4	300	300	200	200	200	200	200	200	111	100	100	100	
6	300	202	170	170	170	170	170	170	101	100	100	100	
8	300	177	152	152	152	152	152	152	100	100	100	100	
9	300	158	137	137	137	137	137	137	100	100	100	100	
10	300	158	137	137	137	137	137	137	100	100	100	100	
12	300	142	128	124	124	124	124	124	100	100	100	100	
13	300	128	114	114	114	114	114	114	100	100	100	100	
14	300	128	114	114	114	114	114	114	100	100	100	100	
15	300	124	114	108	108	108	108	108	100	100	100	100	
16	300	124	114	108	108	108	108	108	100	100	100	100	
17	300	124	114	108	104	104	104	104	100	100	100	100	
18	300	125	114	108	104	104	104	104	100	100	100	100	
19	300	124	114	108	104	101	101	101	101	60	60	60	60
20	300	124	114	108	104	101	101	101	101	60	60	60	60
21	300	124	114	108	104	100	100	100	100	60	60	60	60
22	300	124	114	108	104	100	80	80	80	42	42	29	
23	300	124	114	108	104	100	52	48	45	42	42	29	
24	300	124	114	108	104	100	52	48	45	42	42	29	
25	300	124	114	108	104	100	48	29	29	29	29	29	
26	300	124	114	108	104	100	48	29	29	29	29	29	
28	300	124	114	108	104	100	45	29	29	29	29	29	
30	100	100	100	100	100	60	42	29	29				
32	100	100	100	100	100	60	29						
40	100	100	100	100	100	60							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

7A LOCKHEED SUPER CONSTELLATION (COMBINATION)

Applicable only to TC
(See Chart 7 for other Carriers)
HEIGHT (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34
2	312	240	182	162	148	139	128	117	83	77	71	65	59	54	49	44	39
4	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
6	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
8	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
10	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
12	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42	
14	270	218	166	152	141	132	123	115	77	71	65	60	55	50	45	41	
16	270	218	166	152	141	132	123	115	77	71	65	60	55	50	45	41	
18	270	218	166	152	141	132	123	115	77	71	65	60	55	50	45	41	
20	204	168	156	145	136	127	118	107	77	71	65	60	55	50	45	41	
22	195	166	156	145	136	127	118	107	72	62	57	52	48	45	42		
24	195	166	156	145	136	127	118	107	72	62	57	52	48	45	42		
26	165	155	146	138	130	122	115	105	72	29	29	29	29	29	29		
28	165	155	146	138	130	122	115	105	72	29	29	29	29	29	29		
30	96	90	85	80	74	72	72	72	57	29	29	29	29	29	29		
32	87	80	75	72	72	72	72	72	57	29	29	29	29	29	29		
34	87	80	75	72	72	72	72	72	57	29	29	29	29	29	29		
36	72	72	72	72	72	72	72	72	51	29	29	29	29	29	29		
38	72	72	72	72	72	72	72	72	51	29	29	29	29	29	29		
40	72	72	72	72	72	72	72	72	51	29	29	29	29	29	29		

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	50
6	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	300	290	260	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	300	290	260	196	187	165	165	165	165	165	165	165	165
30	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	133

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

17 LOCKHEED LODESTAR

MAXIMUM DIMENSIONS:

24 IN. x 20 IN. x 34 IN.

52 LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)	27	26	24	22	20	18	16	14	12	10	8	6	5
5	161	161	161	161	161	161	161	161	161	161	161	161	161
10	161	161	161	161	161	161	161	161	161	161	161	161	161
12	161	161	161	161	161	161	161	161	161	161	161	161	161
14	161	161	161	161	161	161	161	161	161	161	161	161	161
16	161	161	161	161	161	161	161	161	161	161	161	161	161
18	161	161	161	161	161	161	161	161	161	161	161	161	161
20	161	161	161	161	161	161	161	161	161	161	161	161	161
22	161	161	161	161	161	161	161	161	161	161	161	161	161
24	161	161	161	161	161	161	161	161	161	161	161	161	161
26	161	161	161	161	161	161	161	161	161	161	161	161	161
27	161	161	161	161	161	161	161	161	161	161	161	161	161

8 LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	65
4	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	65
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	65
8	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	65
10	170	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	68
12	170	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	68
14	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
16	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
18	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
20	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
22	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
24	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
26	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
28	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
30	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
32	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
34	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
36	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
38	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
40	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
42	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
44	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
46	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
48	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
50	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
52	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
54	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
56	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
58	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
60	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
62	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
64	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
66	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
68	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
70	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
72	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
74	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
76	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
78	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
80	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
82	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
84	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
86	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
88	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
90	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
92	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
94	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
96	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
98	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68
100	170	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	68

AIRCRAFT CHARTS

19

MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

Line	3	6	9	12	15	18	20	30	40	50	53
A	136	136	136	136	136	136	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	56	34	34	34
A	74	74	74	74	74	74	74	69	69	69	69
B	70	70	70	70	56	56	56	56	56	40	40
C	56	56	56	56	56	56	56	56	24	24	24
A	74	74	74	74	74	74	74	56	56	44	44
B	70	70	70	70	56	56	56	56	56	40	40
C	56	56	56	56	56	56	56	56	24	24	24
A	74	74	74	74	74	74	74	56	56	—	—
B	70	70	70	70	56	56	56	56	56	—	—
C	56	56	56	56	56	56	56	56	24	24	24
A	74	74	74	74	—	—	—	—	—	—	—
B	70	70	70	70	—	—	—	—	—	—	—
C	56	56	56	56	56	56	56	56	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22

VISCOUNT

Not Applicable to TC

FIRST DIMENSION (IN INCHES)

	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
10	46	46	46	46	46	37	37	35	35	18	18	18	18	18	18	18	18	18
12	46	46	46	46	46	36	36	35	35	18	18	18	18	18	18	18	18	18
14	46	46	46	46	46	35	35	35	35	18	18	18	18	18	18	18	18	18
16	46	45	45	45	35	35	35	35	35	18	18	18	18	18	18	18	18	18
18	46	40	40	40	35	35	35	35	35	18	18	18	18	18	18	18	18	18
20	46	36	36	36	31	18	18	18	18	18	18	18	18	18	18	18	18	15
22	46	36	33	29	21	18	18	18	18	18	18	18	18	18	15	15	15	15
24	46	36	30	27	21	18	18	18	18	18	18	18	18	18	15	15	15	15
26	46	36	28	24	21	18	18	18	18	18	18	18	18	18	18	18	18	18
28	46	36	26	21	21	18	18	18	18	18	18	18	18	18	18	18	18	18
30	46	36	24	21	21	18	18	18	18	18	18	18	18	18	18	18	18	18
32	46	31	23	21	19	18	18	18	18	18	15	15	15	15	15	15	15	15
34	46	31	21	21	18	18	18	18	18	15	15	15	15	15	15	15	15	15
36	35	31	20	20	18	16	16	16	15	12	12	12	12	12	12	12	12	12
38	35	19	19	19	18	15	15	15	15	15	15	15	15	15	15	15	15	15

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

18

SMITH CURTISS COMMUTER

(Use Convair Chart No. 9, Page G-21)

21

VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

20

SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

22A

VICKERS VISCOUNT

Applicable Only To TC

	50	52	54	56	58	60	65	70	75	80	85	90	95	100
8	36	36	36	36	36	36	20	20	18	18	18	18	18	18
10	35	35	35	35	35	20	20	20	18	18	18	18	18	18
12	35	35	35	35	20	20	20	20	18	18	18	18	18	17
14	35	35	35	20	20	20	20	19	18	18	18	18	17	17
16	34	34	20	20	20	20	20	19	18	18	18	17	17	17
18	33	20	20	20	20	20	20	19	18	17	17	17	17	17
20	32	20	20	20	20	20	19	19	17	17	17	17	16	16
22	30	20	20	19	19	19	19	18	17	17	16	16	15	15
24	27	19	19	19	19	19	19	18	17	16	15	15	15	15
26	25	19	19	19	19	19	18	17	16	15	15	15	15	15
28	21	19	19	18	18	18	18	16	15	15	15	15	15	15
30	19	19	19	18	18	18	18	15	15	15	15	15	15	15
32	18	18	18	18	18	18	17	17	17	17	17	17	17	17
34	18	18	18	17	17	17	17	17	17	17	17	17	17	17
36	17	17	17	17	17	17	17	17	17	17	17	17	17	17
38	15	15	15	15	15	15	15	15	15	15	15	15	15	15

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

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E-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	AX	BL	BN	CA	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2-6)	N	A(2)
EXCEPTIONS												
Alligators	AC(2-6)	N	A(3)	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Alligators, baby	AC(2-6)	N	A(3)	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Animals, in excess of 200 lbs	AC(2-6)	N	A(3)	N	AC(2)	AC(2)	N	N	A(2,57)	AC(2-6)	N	A(2-6)
Apes	AC(2-6)	N	A(3)	N	N	N	N	N	N	AC(2-6)	N	N
Bears, cub	AC(2-6)	N	A(3)	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2-6)	N	N
Bears, grown	AC(2-6)	N	A(3)	N	N	N	N	N	N	AC(2-6)	N	N
Bees	A(2)	A(2)	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(17,57)	A(2)	N	A(2)
Birds	AC(2)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(57)	AC(2)	N	A(2)
EXCEPTIONS												
Birds, small	AC(2)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Canaries	AC(2)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Parakeets	AC(2)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Parrots	AC(2)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Cats	AC(2-51)	N	A(3)	A(2)	AC(2)	AC(2)	A(12)	N	A(2,57)	AC(2)	N	A(2)
Chimpanzees	AC(2-6)	N	A(3)	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	A(2)
Chinchillas	AC(2)	N	A(3)	A(2)	N	AC(2)	N	N	A(2,57)	AC(2)	N	N
Dogs	AC(2-51)	N	A(3)	A(2-13-15)	AC(2)	AC(2)	A(12)	N	A(2,57)	AC(2)	N	A(2)
Elephants	AC(2-6)	N	A(3)	N	N	N	N	N	N	AC(2-6)	N	N
Fish	A(2)	A(2-16)	A(2-16)	A(2-16)	AC(2-16)	AC(2)	A(2-25-40)	N	A(2,16,57)	A(2)	A(16)	A(2-16)
EXCEPTIONS												
Clams	A(2)	A(2-16)	A(3)	A(16)	A(2-16)	AC	A(2-25-40)	N	A(2,16,57)	A(2)	A(16)	A(2-16)
Goldfish	A(2)	A(2-16)	A(2-16)	A(2-16)	A(23)	AC(2)	N	N	A(16a,57)	A(2)	A(23)	A(2-16)
Lobsters	A(16b)	A(2-16)	A(16b)	A(16b)	A(16b)	N	A(25-16b)	N	A(16b,57)	A(16b)	A(16b)	A(16b)
Shellfish	A(2)	A(2-16)	A(3)	A(16)	A(2-16)	AC(16)	A(2-25)	N	A(2,16,57)	A(2)	A(16)	A(2-16)
Tropical Fish	A(16a)	A(2-16)	A(16a)	N	A(16a)	A(16a)	A(25-16a)	A(16a)	A(16a,57)	A(16a)	A(16a)	A(16a)
Foxes	AC(2)	A(2-16)	A(3)	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2)	N	A(2)
Guinea Pigs	AC(2)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Hamsters	AC(2)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Hippopotamus	AC(2-6)	N	A(3)	N	N	N	N	N	N	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	N	N	N	N	N
Insects	A(2)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	A(2)	N	A(2)
Lions, cub	AC(2-6)	N	A(3)	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2-6)	N	N
Lions, grown	AC(2-6)	N	A(3)	N	N	N	N	N	N	AC(2-6)	N	N
Livestock	AC(2-6)	N	A(3)	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6)
EXCEPTIONS												
Calves	AC(2-6)	N	A(3)	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6)
Cattle, grown	N	N	A(3)	N	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N	N
Goats	AC(2)	N	A(3)	A(2)	N	AC(2)	N	N	N	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	N	N	N	N	N
Sheep	AC(2-6)	N	A(3)	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6)
Swine	AC(2-6)	N	A(3)	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6)
Mink	AC(2)	N	A(3)	N	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Monkeys	AC(2-6)	N	A(3)	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2)	N	N
Orangoutangs	AC(2-6)	N	A(3)	N	N	AC(2)	N	N	N	AC(2-6)	N	N
Pets, small	AC(2-6-51)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Poultry	AC(2)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	N
EXCEPTIONS												
Chicks	AC(2-36-42)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14)
Ducklings	AC(2-36-42)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14)
Goslings	AC(2-36-42)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14)
Poultry, baby	AC(2-36-42)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14)
Poult (except turkey)	AC(2-36-42)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14)
Poult, turkey	AC(2-36-42)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14)
Rabbits	AC(2)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Reptiles	AC(2-6)	N	A(3)	A(2)	N	AC(2)	N	N	A(2,57)	AC(2-6)	N	N
EXCEPTIONS												
Reptiles, small	AC(2)	N	A(3)	A(2)	N	AC(2)	N	N	A(2,57)	A(2-6)	N	N
Rodents	AC(2-6)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
EXCEPTIONS												
Coypu (Nutria)	AC(2-6)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Mice	AC(2)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	N
Rats	AC(2)	N	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Skunks, pet	AC(2-51)	N	A(3)	N	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Snakes, non-poisonous and harmless	AC(2-6)	N	A(3)	A(2)	N	AC(2)	N	N	A(2,57)	AC(2-6)	N	A(2)
Tigers, cub	AC(2-6)	N	A(3)	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2-6)	N	N
Tigers, grown	AC(2-6)	N	A(3)	N	N	N	N	N	N	AC(2-6)	N	N
Wolves	AC(2)	N	A(3)	N	N	N	N	N	N	AC(2-6)	N	N
Worms	AC(2)	A(2)	A(3)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	A(2)	A(16)	A(2)

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FL	FT	LX	LC	MO	NA	NE	NO	NW	NY	OE
A(2) N N	Animals, live EXCEPTIONS Alligators Alligators, baby	A(3) A(2) A(2)	A(2-6) N N	N N N	AC(2) N N	A(3-55) A(3-55) A(3-55)	A(2-29) N N	AC(2-36) AC(2-36) A(2-24)	A(2-6) A(2) A(2)	A(2) N N
A(2-6) N N N	Animals, in excess of 200 lbs . . Animals Bees, cub Bees, grown	A(3) A(3) A(3) A(3)	A(2-6) A(2-6) A(2-6) A(2-6)	N N N N	N N N N	N N N N	N N N N	AC(2-36) AC(2-36) A(2-4-24) AC(2-36)	A(2-6) A(2-6) A(2-6) A(2-6)	N N N N
A(2) A(2) A(2)	Bees Birds EXCEPTIONS Birds, small	A(3) A(3) A(3) A(3)	A(2) A(2) A(2-6) A(2-6)	N N N N	A(2-9) A(2-9) A(9-29) A(3-55)	A(3-55) A(3-55) A(3-55) A(3-55)	A(2-29) A(2-29) N N	A(2-17-54) A(2-54) A(2-54) A(2-54)	A(2) A(2) A(2) A(2)	A(17) A(2) A(2) A(2)
A(2) A(2) A(2) A(2)	Canaries Parakeets Parrots Dus	A(3) A(3) A(3) A(3)	A(2) A(2) A(2) A(2)	N N N A(2-13)	A(9-29) A(9-29) A(2-9) A(9-12)	A(3-55) A(3-55) A(3-55) A(3-55)	A(2-29) A(2-29) A(2-29) A(2-29)	A(2-54) A(2-54) A(2-54) A(2-54)	A A A A	A(2) A(2) A(2) A(2)
A(2) N A(2) N	Chimpanzees Chinchillas Dogs Elephants	A(3) A(3) A(3) A(3)	A(2-6) A(2) A(2-6) A(2-6)	N N A(2-13) N	N A(2-9) A(9-12) N	A(3-55) A(3-55) A(3-21-55) N	N A(2-29) A(2-29) N	AC(2-36) A(2-24) A(2-24) AC(2-36)	A(2-6) A(2) A(2-6) A(2-6)	N A(2) A(2) N
A(2-16) A(2-16) A(2-16)	Fish EXCEPTIONS Glass Goldfish	A(3) A(3) A(3) A(3)	A(2) A A(2-16)	N A(2) N	A(2-16) A(2-16) A(2-16)	A(3-16) A(3) A(3)	A(2-16-29) A(16-29) A(16-29)	A(2-16-54) A(16b-54) A(16a-54)	A(2) A A(2-16)	A(2-16) A(16) A(2-16)
A(16b) A(2-16) A(16a) A(2)	Labsters Shellfish Tropical Fish Pans	A(16b) A(3) A(3) A(3)	A(16b) A(16) A(15a) A(2-6)	A(16b) N N N	A(16b) A(2-16) A(16a) A(9-12)	A(16b) A(3) A(3-55) A(3-55)	A(16b-29) A(16-29) N N	A(16b-54) A(16b-54) A(16a-54) A(2-4-24)	A(16b) A(2) A(16a) A(2-6)	A(16b) A(16) A(16a) N
A(2) A(2) N N	Guinea Pigs Hamsters Hippopotamus Horses, race	A(3) A(3) A(3) A(3)	A(2) A(2) A(2-6) N	N N N N	A(2-9) A(2-9) N N	A(3-55) A(3-55) N N	A(2-29) A(2-29) N N	A(2-4-24) A(2-4-24) AC(2-36) AC(2-36)	A(2) A(2) A(2-6) N	A(2) A(2) N N
A(2) N N A(2-6)	Insects Lions, cub Lions, grown Livestock	A(3) A(3) A(3) A(3)	A(2-6) A(2-6) A(2-6) A(2-6)	N N N N	A(2-9) A(9-12) N N	A(3-55) N N N	A(2-29) N N N	A(2-24) AC(2-36) AC(2-36) AC(2-36)	A(2) A(2-6) A(2-6) A(2-6)	A(4) N N N
A(2-6) N N	EXCEPTIONS Calves Cattle, grown Cattle, uncrated	A(3) A(3) A(3)	A(2) N N	N N N	N N N	N N N	N N N	AC(2-36) AC(2-36) N	A(2) N N	N N N
N N A(2-6) A(2-6)	Cows Horses, draft Sheep Swine	A(3) A(3) A(3) A(3)	A(2-6) N A(2-6) A(2-6)	N N N N	N N N N	N N N N	N N N N	AC(2-36) AC(2-36) AC(2-36) AC(2-36)	A(2-6) N A(2-6) A(2-6)	A(2) N N N
A(2) N N A(2)	Whisk Rabbits Raccoons Pigs, small	A(3) A(3) A(3) A(3)	A(2) A(2-6) A(2-6) A(2)	N N N A(2-13)	A(9-12) N N A(9-12)	A(3-55) A(3-55) N A(3-21-55)	N N N A(2-29)	A(2-24) N AC(2-36) A(2-4-54)	A(2) A(2-6) A(2-6) A(2)	A(2) N N A(2)
N A(14) A(14)	Poultry EXCEPTIONS Chicks Ducklings	A(3-42) A(3) A(3)	A(2) A(2) A(2)	N N N	N A(9-14) A(9-14)	A(3-55) A(3-55) A(3-55)	A(2-29) A(2-29) A(2-29)	A(2-54) A(2-54) A(2-54)	A(2) A(2) A(2)	A(2) A(2-14) A(2-14)
A(14) A(14) A(14)	Cowbirds Poultry, baby Poultry (except turkey) Poultry, turkey	A(3) A(3) A(3) A(3)	A(2) A(2) A(2) A(2)	N N N N	A(9-14) A(9-14) A(9-14) A(9-14)	A(3-55) A(3-55) A(3-55) A(3-55)	A(2-29) A(2-29) A(2-29) A(2-29)	A(2-54) A(2-54) A(2-54) A(2-54)	A(2) A(2) A(2) A(2)	A(2-14) A(2-14) A(2-14) A(2-14)
A(2) N N	Reptiles EXCEPTIONS Reptiles, small	A(3) A(3) A(3)	A(2) A(2-6) A(2-6)	N N N	A(2-9) N N	A(3-55) A(3-55) A(3-55)	A(2-29) A(2-29) A(2-29)	A(2-4-24) A(2-4-24) A(2-4-24)	A(2) A(2-6) A(2-6)	A(2) A(2) A(2)
A(2) A(2) N	Reptiles EXCEPTIONS Coyotes (Wutria) Wolves	A(3) A(3) A(3)	A(2-6) A(2) A(2)	N N N	A(2) A(2) N	A(3-55) A(3-55) A(3-55)	A(2-29) A(2-29) A(2-29)	A(2-5-24) A(2-4-24) A(2-24)	A(2-6) A(2) A(2)	A(2) A(2) A(2)
A(2) A(2) A(2)	Rats Snakes, pet Snakes, non-poisonous and harmless	A(3) A(3) A(3)	A(2) A(2) A(2-6)	N A(2-13) N	N A(9-12) N	A(3-55) A(3-55) A(3-55)	A(2-29) N A(2-29)	A(2-24) A(2-24) A(2-24)	A(2) A(2) A(2-6)	A(2) N N
N N A(2)	Tigers, cub Tigers, grown Wolves Worms	A(3) A(3) A(3) A(3)	A(2-6) A(2-6) A(2-6) A(2-6)	N N A(2-6) A(2-6)	N N N A(2)	A(9-12) N N AC(2)	N N N A(3-11)	AC(2-36) AC(2-36) AC(2-36) A(2-54)	A(2-6) A(2-6) A(2-6) A(2-6)	N N N A(2)

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	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live.....	A(2-10)	A(2)	AC(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Alligators.....	A(2-10)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-18-30-40)	N	N
Alligators, baby.....	A(2-10)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-18-30-40)	N	N
Animals, in excess of 200 lbs	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	A(2-7)	N
Apes.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub.....	A(2-10)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees.....	A(2-10)	A(2)	A(3)	N	A(17-41)	A(3-4)	A(17)	AC(2)	AC(17)	N	N
Birds.....	A(2-10)	A(2)	A(3)	N	A(41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Birds, small.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
Canaries.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	E	AC(2)	A(2-30-40-56)	A(2-7)	N
Parakeets.....	A(2-10)	A	A(3)	A-13	A(2-41)	A(3-4)	A	AC	AC(2-44)	A(34)	A(2)
Parrots.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2)	AC(2)	A(2-7)	N
Cats.....	A(2-10)	A(2-13)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2)	A(2-12-30-31)	A(2-4)	A(2)
Chimpanzees.....	A(2-10)	N	A(3)	A(13)	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Chinchillas.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(29)	A(30-40)	A(2)	A(2)
Dogs.....	A(2-10)	A(2-13)	A(3)	A(13)	A(2-41)	A(3-4)	A(13)	AC(2)	A(2-12-30-31)	A(2-4)	A(2)
Elephants.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish.....	A(2-10)	A(2-16)	A(3)	A(2-16)	A(2-16-41)	A(3-4-16)	N	A(23)	AC(2)	A(16)	N
EXCEPTIONS											
Clams.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16-41)	A(3-4-16)	N	A(2)	A(2-16)	A(2)	A(16)
Goldfish.....	A(2-10)	A(2-16)	A(3)	A(16)	A(16a-41)	A(3-4-16)	A(2)	A(23)	A(23-30-40)	A(16)	N
Lobsters.....	A(10-16b)	A(16b)	A(16b)	A(16-b)	A(16b-41)	A(3-4-16b)	A(16b)	A(16b)	A(16b)	A(16b)	A(16b)
Shellfish.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16-41)	A(3-4-16)	A(2)	A(23)	N	A(16)	A(2-16)
Tropical Fish.....	A(10-16b)	A(16a)	A(16a)	A(2-16a)	A(41-16a)	A(3-4-16a)	A(16a)	A(16a)	A(16a-30-40)	A(16a)	A(16a)
Foxes.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs.....	A(2-10)	A(2)	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Hamsters.....	A(2-10)	A	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
Hippopotamus.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects.....	A(2-10)	A(2)	A(3)	N	A(2-38)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub.....	A(2-10)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated.....	N	N	N	N	N	N	N	N	N	N	N
Goats.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Monkeys.....	A(2-10)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	A(2-39)	N
Orangoutangs.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small.....	A(2-10)	A(2-13)	A(3)	A(13)	A(2-41)	A(3-4)	A(13)	A(2-13)	AC(2)	A(2-7)	A(2)
Poultry.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
EXCEPTIONS											
Chicks.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7-14)	A(14)
Ducklings.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7)	N
Goslings.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
Poultry, baby.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7)	N
Poults (except turkey).....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	A(2-14-30-40)	A(2-7)	A(14)
Poults, turkey.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	A(2-14-30-40)	A(2-7)	A(14)
Rabbits.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Reptiles.....	A(2-10)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-18-30)	N	A(2)
Rodents.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Coypu (Nutria).....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	A(2-30-40-50)	A(2-7)	A(2)
Mice.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2-5)	A(2-7)	A(2)
Rats.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Skunks, pet.....	A(2-10)	N	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
Snakes, non-poisonous and harmless.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-30-40)	N	A(2)
Tigers, cub.....	A(2-10)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms.....	A(2-10)	A(2)	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	A(33)	A(2-7)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A—Accepted for shipment on all aircraft operated by the carrier.
AC—Accepted on ALL-CARGO aircraft only.
N—Not accepted.
E—Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	AX	BL	BN	CA	CO	CN	DL	EA	FL	FT	LX	LC	MO	NA
Alcoholic Beverages	A(20)	A	A	A	A(19)	N	N	N	A	A(19)	N	A	A	A	N	A(19)
Automobiles, uncrated	AC	N	A	N	AC	N	N	N	AC	N	N	A	N	N	N	N
Eggs, raw poultry	A	A	A	A	A(2)	AC	A	A	A	A(48)	A	A	A(2)	A	N	A
Etiologic Agents	A	A	A	A	A	A	A	N	A	A	N	A	A	A	A	A
Fabrics, in rolls	A(49)	A(49)	A(49a)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49a)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49)	A(49)
Flowers, in boxes:																
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(48)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A	A(11)	A(48)	A	A	A	A	A	A(9)
Not over 48" in length	A	A	A	N	A	A	A	A	A(11)	A(48)	A	A	A	N	A	A(9)
Not over 60" in length	A	A	A	N	A	A	A(11)	N	AC	A(48)	A	A	A	N	N	N
over 60" in length	A	N	A	N	AC	AC	A(11)	N	AC	A(48)	A	A	A	N	N	N
Foods, perishable	A	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit, fresh	A	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:																
Not boxed or crated	N	N	A	N	N	AC	N	N	N	N	N	A	A	N	N	N
On hangers or racks	N	N	A	N	AC	AC	N	N	N	N	N	A	A	N	N	N
Glass, thermo-pane	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5)	A(4-5)	A(5)	A(4)	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5-8)	A(4-5)	A	A(5)	A(4-22)	N	A(4-5)
Human Remains, Infant	A(4-5)	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	AC(5)	A(5)	A(4-5)	A	A(5)	A(4-22)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	A	N	AC	AC	N	N	AC	AC(8)	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(16)	A	A(16)	A	AC	A	A	A	N	A	A	A	A(16)	N	A
Perishables not in leakproof containers where time is principal factor in shipment ..	A	N	A	N	A	AC	A	N	A	N	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain	A	N	A	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables: fresh	A	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A
Frozen	A	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages	A(19)	E	A	A	A	A	N	A	N	A	A(19)	N	N	A(45)	A	N
Automobiles, uncrated	N	N	N	N	N	N	N	A	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry	A	A	A(54)	A(2)	A	A	N	A	N	A(38)	A	N	A	A	A(2)	A
Etiologic Agents	A	N	N	A	A	N	N	A	A	A	A	A	A	N	A	A
Fabrics in rolls	A(49)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49)	A(49a)	A(49a)	A(49a)	A(49a)
Flowers, in boxes:																
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(47)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(47)	A	A	A(10)	A	A(11)	A
Not over 48" in length	A	A(11)	A	A	N	A	N	A	N	A(47)	A	A	A(10)	A(11)	A(11)	N
Not over 60" in length	A(11-55)	N	A(24)	A	N	A	N	A	N	A(47)	A	A	AC	A(11)	A(11)	N
Over 60" in length	A(11-55)	N	A(24)	A	N	A	N	A	N	A(47)	A	N	AC	A(11)	A(11)	N
Foods, perishable	A	A	A(54)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(54)	A	A	A	N	A	A	A(38)	A	A	A	A	A(16)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(16)	A
Berries	A	A	A(54)	A	A	A	N	A	A	A	A	A	A	A(32)	A(16)	A
Garments:																
Not boxed or crated	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(22)	A(4-5)	A(4-24)	A(5)	A(4-5)	N	A(5-21)	A	N	AC	A(4-5)	N	A(5)	A(5-22)	N	N
Human Remains, Infant	A(22)	A(4-5)	A(54)	A(5)	A(4-5)	A(52)	A(5-21)	A(52)	A(52)	A(52)	A(52)	E	A(52)	A(52)	N	N
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(54)	A	A(2)	A	N	A	N	A(38)	A	A	A	A	A(16)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(16)	A
Milk, fresh	A	A(16)	A(54)	A	A	N	N	A	N	A(38)	A(16)	A	A	N	N	A(16)
Perishables not in leakproof containers where time is principal factor in shipment	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh	A	A	A(54)	A	A	A	N	A	A	A(38)	A	A	A	A	A(16)	A(16)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(16)	A(16)

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient transit-breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive; securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention in transit is required, a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft. (Except cremated Human Remains).
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting. The carrier will not be liable for purging action on the part of the embalming fluid which may damage the casket.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
7. Not accepted on Convair aircraft.
8. Accepted on Speedpak equipment only.
9. Not accepted on Lodestar aircraft.
10. Not accepted on Martin aircraft.
11. Not accepted on DC-3 aircraft.
12. Accepted on combination aircraft only when in Tuttle-type Kennels (small-16½ x 23½ x 27"; large-23½ x 37 x 39") subject to the following:
CO: will accept Tuttle Kennels only; will not be accepted on DC-6B or DC-7B aircraft; large will be accepted on Convair and Boeing 707 only by advance arrangements.
NA: will not accept large Kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.
UA: will accept Tuttle Kennels only.
13. Accepted on combination aircraft only as excess baggage.
14. Baby poultry such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
15. This reference not used.
16. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
- 16a. Recommended that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE" "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
- 16b. Recommended that packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than fresh or seawater ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top. All flap edges to be tape sealed.
17. Only shipments consisting of queen bees and their attendant bees are acceptable.
18. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2½ inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
19. Accepted only from, to or within only those states which do not require the carrier to have a special permit, license or bond.
20. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
21. Case not to exceed 42 inches in length and 28 inches in width.
22. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL, 20" x 24" x 60".)
23. Must be enclosed in a leak-proof plastic bag enclosed in sufficient absorbing material to absorb the moisture in event of breakage, and sufficient insulating material to protect the fish from extreme cold.
24. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only.

EXCEPTION: One pet may be carried on DC-3 or DC-4 type aircraft provided advance arrangements have been made with the originating station.

25. Not accepted on DC-6B or DC-7B aircraft.
26. Acceptable only when packaged in a completely waterproof container of tested corrugated fibreboard (or its equivalent) having a bursting strength (as indicated on the container) of not less than 200 lbs. per square inch, with the refrigerant separately enclosed in a completely waterproof, puncture-resistant container.
27. This note reference not used.
28. This note reference not used.
29. Accepted as air express only.
30. Not accepted on DC-6B and DC-6B Air Tourist equipment.
31. Not accepted on DC-7 Air Tourist equipment.
32. Accepted only when securely crated. When the shipment consists of bundles made up of more than one wooden crate, each bundle must be secured by nailing two narrow wooden cleats or one 4-inch wooden cleat on each end of each bundle to prevent shifting. Bundles must be limited to five crates or less per bundle.
33. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
34. Accepted as air express or air freight when at the risk of the shipper or consignee. Not accepted for carriage as excess baggage.
35. Accepted only when shipped in plastic leak-proof containers and require no care in transit.
36. Advance arrangements required on cargo aircraft.
37. Accepted only on North Star, DC-3 or all-cargo aircraft.
38. Accepted on North Star, Viscount, DC-3 and all-cargo aircraft throughout the year, but will only be accepted on other equipment from May 1 to September 30 inclusive.
39. Accepted as air express or air freight on WA when at the risk of the shipper or consignee.
40. Not accepted on DC-7 aircraft except between California and Hawaii.
41. Not accepted on Super Constellation aircraft.
42. Accepted only if packed in accordance with the following specifications:
 Each container must have attached to the bottom a 1" by 1" slot to allow sufficient circulation of air in and around the containers.
43. This note reference not used.
44. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only—Maximum: two birds per passenger).
45. Not accepted for carriage to points in Massachusetts, New Jersey, Ohio.
46. Not accepted for carriage on DC-4 aircraft.
47. Flowers can only be accepted in boxes up to the following lengths:
 Freighter aircraft —No limitation
 DC-3 aircraft —Up to 60 inches
 Viscount aircraft —Up to 56 inches
 North Star aircraft —Up to 47 inches
48. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
49. Recommended that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
- 49a. Recommended that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy-five pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
50. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.
51. Permanent-type plywood kennels are stocked in two sizes at all airfreighter stations for direct sale to customers shipping pets via American Airlines. Kennel charge must be paid for at point of origin.
 Kennel No. 1. 23" x 16" x 18" high. Cost \$9.50. For pets up to 15 inches high at the shoulder and weighing no more than 30 pounds.
 Kennel No. 2. 36" x 23" x 26" high. Cost \$14.00. For pets up to 25 inches high at the shoulder and weighing no more than 75 pounds.
52. Recommended that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."
53. Not accepted on DC-6B or DC-7C aircraft unless prior arrangements are accomplished for cabin accommodations.
54. Not accepted on DC-6B or DC-7C equipment.
NW: Tropical Fish will be accepted on DC-6B equipment between terminals MIA-TPA on one hand and terminals MDW-MSP on other hand.
55. Not accepted on Viscount equipment.
56. Accepted as excess baggage; limit two birds per passenger.
57. Not acceptable on Britannia equipment.

ALL CARGO FLIGHT SCHEDULES

The following are schedules for all-cargo aircraft or combination passenger-cargo flights offering maximum allocated freight capacity. Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for passenger flight schedules.

AAXICO AIRLINES (AX)

121 Ex 6 7	123 Ex 7 1	C-46	122 Ex 6 7	120 Ex 6 7
0430	0430	Read Down Read Up	0255	0559
0430	0855	Lv N. Y. (IDL).Ar	0255	0559
0525		Ar PHILA.....Lv		f
0659		Lv PHILA.....Ar		f
		Ar BALTIMORE...Lv		f
		Lv BALTIMORE...Ar		f
		Ar ATLANTA.....Lv	2230	0149
		Lv ATLANTA.....Ar		0040
		Ar BIRMINGHAM..Lv		f
		Lv BIRMINGHAM..Ar		f
		Ar NEW ORLEANS.		2130

AER LINGUS, IRISH AIRLINES (ALT)

800 1 3	860 2	850 1 4	840 4	830 5	822 2 4	820 6	810 3	DC-3	811 3	821 6	823 2 4	831 5	841 4	851 1 4	861 2	801 1 3
1120	0755	0755	1815	1850	1305	0715	1820	Read Down Read Up	2200	1135	1720	2310	2255	1240	1235	1740
1330	0930	0930	1950	2015	1420	0830	1925	Lv DUBLIN.....Ar	2050			2145	2120	1100	1055	1525
								Ar LIVERPOOL...Lv								
								Ar MANCHESTER..Lv								
								Ar GLASGOW.....Lv								
								Ar BIRMINGHAM..Lv								
								Ar BRISTOL.....Lv								
								Ar CARDIFF.....Lv								
								Ar LONDON.....Lv								

FLAG STOP will be made as indicated for 5,000 pounds or more on request.

AEROFLOT (AFL)

125	IL-12	126
Read Down	Read Up	
0740	Lv MOSCOW, Vnukovo.....Ar	
1020	Ar KIEV.....Lv	
1110	Lv KIEV.....Ar	
1240	Ar ODESSA.....Lv	
1330	Lv ODESSA.....Ar	
1400	Ar BUCHAREST, Baneasa.....Lv	
1445	Lv BUCHAREST, Baneasa.....Ar	
1600	Ar SOFIA, Vrajdebna.....Lv	

AEROLINEAS ARGENTINAS (ARG)

692 1 3	620 2 7	C-47	621 1 3	693 1 3
Read Down	Read Up			
0630	Lv BUENOS AIRES.....Ar		0205	
0850	Ar BAHIA BLANCA.....Lv		2355	
0905	Lv BAHIA BLANCA.....Ar		2340	
1150	Ar TRELEW.....Lv		2120	
1205	Lv TRELEW.....Ar		2105	
1335	Ar COMODORO RIVADAVIA.....Lv		1945	
1435	Lv COMODORO RIVADAVIA.....Ar		1930	
1545	Ar PUERTO DESEADO.....Lv		1820	
1600	Lv PUERTO DESEADO.....Ar		1805	
1705	Ar SAN JULIAN.....Lv		1710	
1725	Lv SAN JULIAN.....Ar		1650	
1755	Ar SANTA CRUZ.....Lv		1620	
1810	Lv SANTA CRUZ.....Ar		1605	
1900	Ar RIO GALLEGOS.....Lv		1515	
0900	Lv RIO GALLEGOS.....Ar		1415	
1010	Ar RIO GRANDE.....Lv		1355	
1025	Lv RIO GRANDE.....Ar		1350	
1115	Ar USHUAIA.....Lv		1200	

AEROVIAS VENEZOLANAS (AVENSA)

617 3	581 Ex	583 Ex	C-46	584 Ex	582 Ex	618 4
Read Down	Read Up					
1200	0500	0530	Lv MAIQUETIA.....Ar	1015	1040	1515
		0630	Ar BARCELONA.....Lv			
		0645	Lv BARCELONA.....Ar			
		0705	Ar CUMANA.....Lv			
		0720	Lv CUMANA.....Ar			
		0740	Ar PORLAMAR.....Lv			
		0755	Lv PORLAMAR.....Ar			
		0815	Ar CARUPANO.....Lv	0830	0905	
			VALERA.....Ar		0820	
			Ar MARACAIBO.....Lv		0735	
			KINGSTON.....Ar			1030
			KINGSTON.....Lv			1000
			Ar MIAMI.....Ar			0700

AIR FRANCE (AF)

5610 DC-4	1185 DC-3	899 DC-3	DC-3	DC-4	898 DC-3	5611 DC-4
Read Down	Read Up					
0340	Lv LONDON Airport Central.....Ar		0030			
0200	Ar PARIS, Orly.....Lv		2340			
0150	Lv PARIS, Orly.....Ar					
0430	Ar MARSEILLE, Marnage.....Lv					
1500	Lv DOUALA.....Ar					0820
1710	Ar YAOUNDE.....Lv					0630
	Ar N'GAOUNDERE.....Ar					

ALL NIPPON AIRWAYS

68 Ex	18 Ex	Read Down	Read Up	17 Ex	67 Ex
2130		Lv FUKUOKA.....		0550	
2340		Ar OSAKA.....Ar	0300	0330	
	0010	Lv OSAKA.....Lv			
	0230	Ar TOKYO.....	0030		
		Lv TOKYO.....			

JAPAN AIR LINES (JAL)

630 4	DC-4	631 6
Read Down	Read Up	
2000	Lv TOKYO.....Ar	2200
0900	Ar WAKE ISLAND.....Lv	1500
1030	Lv WAKE ISLAND.....Ar	1330
0000	Ar HONOLULU.....Lv	0400
0230	Lv HONOLULU.....Ar	0230
1800	Ar SAN FRANCISCO.....Lv	1700

AVIATECA (GU)

1 3 5	3 6	Read Down	Read Up	2 5	1 3 5
0830		Lv NEW ORLEANS.....Ar	1400		
1400	0800	Lv MIAMI.....Ar	1400	0830	
	1300	Ar GUATEMALA.....Lv			

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules

AMERICAN AIRLINES (AA)

853 DC-6 Ex ① ⑦	807	801 Ex ⑥ ⑦	803 Ex ① ⑦	855 ⑤	855 Ex ⑤ ⑦	805 Ex ⑥ ⑦	DC-6A	816 Ex ⑥ ⑦	802 Ex ⑤ ⑦	802 ⑤	804 Ex ⑥ ⑦	806 Ex ① ⑦	806 ⑥	812 ①	810 Ex ① ⑦	856
							Read Down	Read Up								
		2305 2354 0050					Lv BOSTON.....	Ar 1137								
							Ar HARTFORD.....	Lv								
							Lv HARTFORD.....	Ar								
							Ar NEW YORK (LGA).....	Lv								
							Lv NEW YORK (LGA).....	Ar								
							Ar NEW YORK (EWR).....	Lv								
							Lv NEW YORK (EWR).....	Ar								
							Ar PHILADELPHIA.....	Lv								
							Lv PHILADELPHIA.....	Ar								
							Ar BALTIMORE.....	Lv								
							Lv BALTIMORE.....	Ar								
							Ar WASHINGTON.....	Lv								
							Lv WASHINGTON.....	Ar								
							Ar BUFFALO.....	Lv								
							Lv BUFFALO.....	Ar								
							Ar CINCINNATI.....	Lv								
							Lv CINCINNATI.....	Ar								
							Ar DETROIT.....	Lv								
							Lv DETROIT.....	Ar								
							Ar INDIANAPOLIS.....	Lv								
							Lv INDIANAPOLIS.....	Ar								
							Ar NASHVILLE.....	Lv								
							Lv NASHVILLE.....	Ar								
							Ar MEMPHIS.....	Lv								
							Lv MEMPHIS.....	Ar								
							Ar CHICAGO.....	Lv								
							Lv CHICAGO.....	Ar								
							Ar ST. LOUIS.....	Lv								
							Lv ST. LOUIS.....	Ar								
							Ar TULSA.....	Lv								
							Lv TULSA.....	Ar								
							Ar DALLAS.....	Lv								
							Lv DALLAS.....	Ar								
							Ar FORT WORTH.....	Lv								
							Lv FORT WORTH.....	Ar								
							Ar GRAND ISLAND.....	Lv								
							Lv GRAND ISLAND.....	Ar								
							Ar SAN ANTONIO.....	Lv								
							Lv SAN ANTONIO.....	Ar								
							Ar MEXICO.....	Lv								
							Lv LOS ANGELES (LAX).....	Ar								
							Lv LOS ANGELES (LAX).....	Ar								
							Ar SAN FRANCISCO.....	Lv								
0130																
	0155 0325 0425															
		0237 0345														

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 170 ① ②③ ④⑤	337 170	335 DC-4 ②③ ④⑤	331 170 ①⑦	353 170 ⑦	357 170 ⑦	351 170 ②③ ④⑤	347 170 ③④ ⑤⑥	345 DC-4 ①	385 DC-4 ②③ ④⑤ ⑤⑥	388 DC-3 ③④ ⑤⑥	DC-3; Bristol 170	387 DC-3 ① ②③ ④⑤	386 DC-4 ① ②③ ④⑤	346 DC-4 ①	348 170 ③④ ⑤⑥	352 170 ②③ ④⑤	358 170 ⑦	354 170 ②③ ④⑤ ⑤⑥	332 170 ①⑦	336 DC-4 ②③ ④⑤	338 170 ✂	368 170 ②③ ④⑤		
									0120 ↓ 0400	0040 0355	Lv SYDNEY.....Ar Ar BRISBANE....Lv Ar MELBOURNE...Lv Ar MELBOURNE...Ar Ar LAUNCESTON...Lv Ar HOBART.....Lv Ar DEVONPORT...-- Lv DEVONPORT...-- Ar WYNYARD....Lv	2250 1930 ↑ 2100												
0515 ↓ 0705 0805 0835	1700 ↓ 1935	0915 ↓ 1125	0545 ↓ 0820	2045 2250	1500 1705	1300 1505	0500 0705	0500 0645						1030 0845	1045 0835	1845 1635	2045 1835	0230 0020	1235 ↑ 0950	1540 ↑ 1325	2350 ↑ 2105	1120 ↑ 0935		

BRANIFF AIRWAYS (BN)

851 A ② ③ ④ ⑤ ⑥	C-46		850 B ① ② ③ ④ ⑤
	Read Down		Read Up
0400	Lv CHICAGO (MDW).....	Ar	0159
0605	Ar KANSAS CITY.....	Lv	2359
0635	Lv KANSAS CITY.....	Ar	2330
0748	Ar WICHITA.....	Lv	2220
0820	Lv WICHITA.....	Ar	2155
f	-- OKLAHOMA CITY.....	--	
1021	Ar DALLAS.....	Lv	2000

ASA INTERNATIONAL AIRLINES

661 DC-4 ①③	771 DC-4 ②④	671 DC-4 ⑤	881 C-46 ①	831 C-46 ③	C-46	DC-4	662 DC-4 ①③	772 DC-4 ②④	672 DC-4 ⑤	882 DC-4 ③	832 C-46 ⑤
					Read Down	Read Up					
0315	0315	0315	1800	2100	Lv TAMPA/ST.		1815	1815	1945	1400	1530
↓	<u>0845</u>	0845			PETERSBURG....Ar		↓	<u>1200</u>			1000
		1045			Ar SAN SALVADOR....Lv				↓		0905
<u>0845</u>		1130			Lv SAN SALVADOR....Ar		1200		<u>1330</u>		
					Ar GUATEMALA CITY....Lv						
					Lv GUATEMALA CITY...Ar						
			0200		Ar PANAMA.....Lv					0700	0500
				0500	Lv PANAMA.....Ar						1500
				0700	Ar BOGOTA.....Lv						1200
				1000							

HUNTING-CLAN AIR TRANSPORT (HCA)

ALL TIMES LOCAL

541 ④	551 ⑤	555 ⑥	DC-6		556 ②	552 ③	542 ⑥
			Read	Down Read Up			
2030	1830	1830	Lv	LONDON...Ar	2145	0700	2000
	2120	2120	Lv	FRANKFURT.Lv	2045	0600	↑
⑤	2235	2235	Lv	FRANKFURT.Ar	1930	0445	↑
	⑦	⑦					
0230	0235	0235	Lv	MALTA....Lv	1510	0025	1540
						③	
0345	0350	0350	Lv	MALTA....Ar	1355	2310	1425
1125	1130	1130	Lv	KHARTOUM.Lv	0750	1750	0820
1240	1245	1245	Lv	KHARTOUM.Ar	0635	1550	0705
1710	1715	1715	Lv	ADEN....Lv			
1935	1940	1940	Lv	ADEN....Ar	↑	↑	↑
	①	①					
2355	0001	0001	Ar	NAIROBI...Lv	0301	1215	0330
	0200	0600	Lv	NAIROBI...Ar	0100	1015	
					②		
0600	1000	1000	Ar	SALISBURY.Lv	1900	0415	
0715	1115	1115	Lv	SALISBURY.Ar	1745	0300	
0945	1345		Ar	JOHANNES- BURG			
				Lv	1515	0030	

"For further information regarding alternative flights and timings London-Johannesburg and v.v., please consult your nearest Hunting-Clan Agent".

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

BRITISH EUROPEAN AIRWAYS (BEA)

36	16	02	08	06	21	V-Vickers Viscount; L-Leopard Freighter;		22	07	31	09	03	15	37
V	V	L	V	L	V			V	L	L	V	L	V	V
2	Ex	Ex	3	3	Ex			Ex	3	7	3	Ex	Ex	2
5	7	1	4	6	1			1	6		6	1	1	7
Read Down						Read Up								
0130	0105	0025	0045	0300	0110	Lv LONDON.....Ar		0545	1925	2300	0820	0555	0730	0540
				0740	0315	Ar PARIS.....Lv		0440						
				0840		Ar NICE.....			*					
				0315		Lv NICE.....								
				1045		Ar MILAN.....Lv								
						Ar ROME.....Lv				1645	0525			
						Ar AMSTERDAM.....Lv			1235	1235		0400		
						Ar COPENHAGEN.....Lv							0450	
						Ar BRUSSELS.....Lv								0430

*If call is made at Nice (Ar 1515, Lv 1615) arrival at London will be 2015.

LONDON-DUSSELDORF-STUTTGART-FRANKFURT (BEA)

29	27	L-Leopard Freighter		28	30
L	L			L	L
23	34			45	23
45	5			6	45
		Read Down	Read Up		
0005	2305	Lv LONDON.....	Ar	0530	0750
	0130	Ar DUSSELDORF.....	Lv	0300	
		-- DUSSELDORF.....	Ar		
		Ar FRANKFURT.....	Lv		0435

CANADIAN PACIFIC AIR LINES (CPA)

55	55	C-46	
④	⑤	Read Down	
0800	0800	Lv	EDMONTON, Municipal.....
0930	0930	Ar	FORT McMURRAY.....
0945	0945	Lv	FORT McMURRAY.....
↓	1115	Ar	URANIUM CITY.....
1115		Ar	FORT SMITH.....
1135		Lv	FORT SMITH.....
1250		Ar	YELLOWKNIFE.....

BRITISH OVERSEAS AIRWAYS (BA), QANTAS EMPIRE (EM)

EM	EM	BA	H-Hermes		BA	EM	EM
562	592	776			777	591	561
DC-4	DC-4	H			H	DC-4	DC-4
2-A	2-B	6			4	C-2	D-2
Read Down			Read Up				
		1400	Ar LONDON, Airport North Ar		0855		
		1630	Ar FRANKFURT.....Lv		0635		
		20855	Ar DAMASCUS, Mezze.....Lv		1755		
		1630	Ar BAHRAIN, Muharraq.....Lv		1240		
		2330	Ar KARACHI, Civil.....Lv		0720		
			Ar DELHI, Palam.....Lv		0340		
		10800	Ar CALCUTTA, Dum Dum.....Lv		2040		
		1530	Ar BANGKOK, Don Muang.....Lv		1600		
		2130	Ar SINGAPORE.....Lv		1100		
0700	0700		Lv SINGAPORE.....Ar			1345	1130
	1000		Ar DJAKARTA, Kemajoran.....Lv				
1930	2145		Ar DARWIN.....Lv			0330	0330
30730	30930		Ar SYDNEY.....Lv			1700	1700

A - Alternate Tue. June 9, 23, July 7, 21, etc.
B - Alternate Tue. June 2, 16, 30, July 14, 28, etc.
C - Alternate Sun. June 14, 28, July 12, 26, etc.
D - Alternate Sun. June 7, 21, July 5, 19, etc.

GET IT THERE FAST ON A CAPITAL VISCOUNT



SOUTHBOUND

783	243	701	983	603	625	Read Down		Read Up		602	82	702	704	820	455
07 35			12 44	23 00	23 00	Lv ROCHESTER (EDT) Ar				16 23	00 50			06 03	
07 57			13 10	23 22	23 22	Ar BUFFALO (EDT) Lv				16 00	00 25			05 40	
			13 35	23 40	23 40	Ar GRAND RAPIDS (EST) Lv				15 30	00 02			05 20	
						Ar GRAND RAPIDS (EST) Ar									
						Ar LANSING (EST) Lv									
						Ar LANSING (EST) Ar									
						Ar CLEVELAND (EDT) Lv									
						Ar CLEVELAND (EDT) Ar									
						Ar PITTSBURGH (EDT) Lv				14 56	14 30	23 00		04 20	
						Ar PITTSBURGH (EDT) Ar				14 20	22 35	03 56		06 20	
						Ar TAMPA (EST) Lv				13 46	17 45				
						Ar TAMPA (EST) Ar				17 20					
						Ar MIAMI (EST) Lv				09 00	16 15	17 30	21 10		

NORTHBOUND

Over 700 jet-powered flights daily



WESTBOUND

821	875	823	831	841	Read Down		Read Up		800	820	830	840	822	816
22 10	23 30	22 50	23 00	23 30	Lv NEW YORK, Newark (EDT) Ar				03 05	02 02		03 22		
					Ar NEW YORK, LaGuardia (EDT) Lv									
					Ar PHILADELPHIA (EDT) Ar									
					Ar WASHINGTON (EDT) Lv				02 15		03 38	02 30		05 28
					Ar CLEVELAND (EDT) Lv									
					Ar CLEVELAND (EDT) Ar									
					Ar DETROIT (EST) Lv									
					Ar CHICAGO, Midway (CDT) Ar				23 00	23 45	22 30	23 30		02 30
					Ar MILWAUKEE (CDT) Lv									02 50
					Ar MILWAUKEE (CDT) Ar									02 23
					Ar MINNEAPOLIS (CDT) Lv									22 00

EASTBOUND

SOUTHBOUND

875	871	873	Read Down		Read Up		870	874	872	882
23 30		00 30	Lv NEW YORK, LaGuardia (EDT) Ar						05 20	
			Ar NEW YORK, Newark (EDT) Lv							
			Ar PHILADELPHIA (EDT) Ar							
			Ar WASHINGTON (EDT) Lv							
			Ar WASHINGTON (EDT) Ar							
			Ar PITTSBURGH (EDT) Lv							
			Ar PITTSBURGH (EDT) Ar							
			Ar ATLANTA (EST) Lv							
			Ar ATLANTA (EST) Ar							
			Ar BIRMINGHAM (CST) Lv							
			Ar MOBILE (CST) Lv							
			Ar NEW ORLEANS (CST) Lv							

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

COMPANIA MEXICANA DE AVIACION, S.A.

641C	201C	215C	621C	631C	641C	C-47		630C	630C	620C	200C	640C
⑤	③	②④	②	④⑥	④⑥	Read Down	Read Up	④⑥	①⑤	②	②④	⑤
0700	0700	0730	0600	0600		Lv MEXICO, D.F.	Ar		1345	1645	1855	1640
0840	0840		0740	0740		Ar VERACRUZ	Lv		1200		1715	1500
0930	0930		0830	0830		Lv VERACRUZ	Ar		1130		1645	1400
1030	1030		0930	0930		Ar MINATITLAN	Lv					
1100	1100		1000	1000		Lv MINATITLAN	Ar					
		0910				Ar OAXACA	Lv					
		0935				Lv OAXACA	Ar					
		1025				Ar IXTPEC	Lv					
		1045				Lv IXTPEC	Ar					
		1145				Ar TUXTLA	Lv					
	1200	1210				Lv TUXTLA	Ar					
1145	1230		1045	1045		Ar VILLAHERMOSA	Lv					
	1330	1310	1115	1115		Lv VILLAHERMOSA	Ar					
			1200	1200		Ar TAPACHULA	Lv					
						Ar C. DEL CARMEN	Lv		0900	1300	1415	
						Lv C. DEL CARMEN	Ar					
						Ar CAMPECHE	Lv					
						Lv CAMPECHE	Ar	1715				
						Ar CHETUMAL	Lv	1600				

920C	920C	930C	410C	C-47		411C	931C	921C	921C	921C
C82	②	⑥	③④	Read Down	Read Up	③④	①	③	⑥	③
0700	0700	0700		Lv MEXICO, D.F.	Ar		1415		1500	1400
0900	0920	0920		Ar GUADALAJARA	Lv		1215		1300	1200
0930	1000	1000	0700	Lv GUADALAJARA	Ar	1140	1145	0605		1100
			0750	Ar MASCOTA	Lv					
			0810	Lv MASCOTA	Ar					
			0830	Ar TALPA	Lv					
			0850	Lv TALPA	Ar					
			0920	Ar PUERTO VALLARTA	Lv					
	1010	1055		Ar MAZATLAN	Lv	1030	0900	0320		0650
	1040	1120		Lv MAZATLAN	Ar		0835	0255		0650
	1345	1430	1430	Ar HERMOSILLO	Lv		0530	2350		2120
	1415	1455		Lv HERMOSILLO	Ar			2325		
	1520	1615		Ar MEXICALI	Lv			2000		
	1605	1640		Lv MEXICALI	Ar			1915		
	1650	1720		Ar TIJUANA	Lv			1830		1800

COMPANIA CUBANA DE AVIACION (CU)

461	C-46		460
✕	Read Down	Read Up	✕
0930	Lv MIAMI, International	Ar	0745
1045	Ar HAVANA, Jose Marti	Lv	0630

EAST AFRICAN AIRWAYS (EC)

043	063	035	DC-3		036	064	016	014
②⑤	⑤	②⑤	Read Down	Read Up	①④	②	③⑤	⑥
0730	0730	1230	Lv NAIROBI	Ar	1305	1820	1905	1620
		1330	Ar ARUSHA	Lv	1205			
		1415	Ar MOSHI	Lv	1115			
		1745	Ar ZANZIBAR	Lv	0745			
		1800	Lv ZANZIBAR	Ar	0725			
		1825	Ar DAR-ES-SALAAM	Lv	0700			
	0855		Ar MUSOMA	Lv		1655		
	1010		Ar MWANZA	Lv		1550		
	1150		Ar ENTEBBE	Lv	See below			
1040			Lv ENTEBBE	Ar		1420	1550	1415
1110			Ar KASESE	Lv				
1220			Lv KASESE	Ar				
1240								
1350			Ar ENTEBBE	Lv				

EASTERN AIR LINE, INC. (EA)

319	583	215	533	323	529	533	517	541	527	Lockheed Speedpak		320	324	216	854	580	518	522	586
#Ex.	#Ex.	#	#Ex.	#Ex.	#Ex.	#Ex.	#Ex.	#	#Ex.	Read Down	Read Up	#Ex.	#Ex.	#Ex.	#	#Ex.	#Ex.	#Ex.	#Ex.
07	7		7	7	7	7	7		7	Lv NEW YORK	Ar	7	7						
										Lv NEWARK	Ar				0622				
										Ar CHARLOTTE	Lv								
										Lv CHARLOTTE	Ar								
										Lv GREENVILLE	Ar								
										Ar ATLANTA	Lv								
										Lv ATLANTA	Ar								
										Ar MIAMI	Lv								
										Lv MOBILE	Ar								
										Lv NEW ORLEANS	Ar								
										Ar HOUSTON	Lv								
0800												1924							
0924												1800							

In addition to the above schedules special Speedpaks may be operated between other points upon request when a volume of freight warrants such service. Traffic must be received two hours prior to schedules departure time for routing on Speedpak equipment.

es.

C	200C	640C
---	------	------

	④	⑤
5	1855	1640
	1715	1500
	1645	1400

C	921C	921C
---	------	------

1500	1400
------	------

0945	
0913	
0833	
FS	

43 1755

11	134
31	↑
00	1130

8	522	506
---	-----	-----

7	7
2222	1437

e of freight

3	1750
---	------

4. Freight

2. Equivalency

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

LINEAS AEREAS COSTARRICENSES (LACSA)

615	C-46	616
②	Read Down	Read Up
③⑤		②④
0600	Lv MIAMI, Int'l.....Ar	1430
0810	Ar GRAND CAYMAN.....Lv	
0900	Lv GRAND CAYMAN.....Ar	
1130	Ar SAN JOSE (Costa Rica) El Coco.....Lv	0700

LINEA AEROPOSTAL VENEZOLANA (LV)

262	C-46	263
✕	Read Down	Read Up
✕		✕
0600	Lv CARACAS, Maiquetia Ar	1500
↓	Ar KINGSTON, Palisadoes Lv	x1115
1300	Lv KINGSTON, Palisadoes Ar	x1015
	Ar MIAMI, International Lv	0700

LINJEFLYG (AB)

DC-3; L-Lockheed Lodestar	074 DC-3	074 DC-3	080 L	080 L	065 DC-3	065 DC-3	065 DC-3	069 DC-3	069 DC-3	047 L	047 L	047 L	043 DC-3	043 DC-3	043 DC-3	045 DC-3	045 DC-3	045 DC-3	061 DC-3	061 DC-3
Read Down	Ex ⑥	⑥	Ex ⑥	⑥	Ex ⑥	⑥	⑦	Ex ⑥	⑥	Ex ⑥	⑥	⑦	Ex ⑥	⑥	⑦	Ex ⑥	⑥	⑦	Ex ⑥	⑥
STOCKHOLM.....Lv	1135	0940	1150	1000	1150	0950	1135	1140	0920	1100	0900	1045	1120	0930	1100	1200	0940	1145	1130	0945
SUNDSVALL/HARNOSAND.....Ar	1310	1115	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
NORDMALING.....Ar			1335	1145	1310	1110	1255			1310	1050									
JONKOPING.....Ar										1330	1110									
VAXJO.....Ar										1405	1145									
VAXJO.....Lv																				
RONNEBY.....Ar										1220	1020	1205								
RINKABY.....Ar										1235	1035	1220								
RINKABY.....Lv										1300	1100	1245								
MALMO.....Ar													1250	1100	1230					
LIDKOPING.....Ar													1320	1120	1250					
LIDKOPING.....Lv													1350	1150	1320					
GOTHENBURG.....Ar																1310	1050	1255		
KARLSTAD.....Ar																			1230	1045
HULTSFRED.....Ar																				

MIDDLE EAST AIRLINES (MEA)

726	618	770	774	616	720	York	775	615	721	617	771	727
④	⑤	⑥	⑦	②	③	Read Down	⑦	①	③	④	⑥	④
0400	↓			0400		Lv LONDON.....Ar		1000		1050		
0845	↓			0740		Ar BASLE.....Lv		↑		0800		
1000	↓			0900		Lv BASLE.....Ar				0700		
1315	↓			↓		Ar MILAN.....Lv				↑		
1415	↓			1300		Lv MILAN.....Ar		0300		0300		
2035	↓			1400		Ar BRINDISI.....Lv		0200		0200		
	↓			2020		Lv BRINDISI.....Ar		2100		2100		
0230	↓			0200		Ar BEIRUT.....Lv		1730		1430	1340	
	↓			0715		Lv BEIRUT.....Ar		↑		1700		
	↓			0930		Ar BAGHDAD.....Lv		1500		1350		
	↓			1030		Lv BAGHDAD.....Ar		1115		1115		
	↓			1115		Ar KUWAIT.....Lv						
	↓			1215		Lv KUWAIT.....Ar						
	↓			1245		Ar DHAKRA.....Lv						
	↓					Lv DHAKRA.....Ar						
	↓					Ar DOHA.....Lv						
	↓					Lv DOHA.....Ar						
	↓					Ar BAHRAIN.....Lv		1400				
	↓					Lv BAHRAIN.....Ar						
	↓					Ar TEHERAN.....Lv						
	↓											1005

LUFTHANSA GERMAN AIRLINES

LH041	LH041	U.S.A. - EUROPE	LH040	LH040
Super "H"	Super "H"	Read Down	Super "H"	Super "G"
③	⑤		⑤	⑦
2300	2300	Lv NEW YORK.....Ar	0900	0900
1730	1730	Ar FRANKFURT.....Lv	2230	2230

LH020	LH034	LH030	LH021	LH024	LH032	GERMANY-ENGLAND	LH031	LH033
DC-3	DC-3	DC-3	DC-3	DC-3	DC-3	Read Down	DC-3	DC-3
①②	①②	④⑤	①②	④⑥	④⑥	Read Up	⑤⑥	⑦⑧
1630	1630	1630	1630	1630	1630	Lv HAMBURG.....Ar	0745	0745
1725	1725	1725	1725	1725	1725	Ar HANOVER.....Lv		
1755	1755	1755	1755	1755	1755	Lv HANOVER.....Ar		
1915	1915	1915	1915	1915	1915	Ar DUSSELDORF.....Lv		
						Lv DUSSELDORF.....Ar		
						Ar STUTTGART.....Lv		
						Lv STUTTGART.....Ar		
						Ar NUREMBERG.....Lv		
						Lv NUREMBERG.....Ar		
						Ar FRANKFURT.....Lv		
						Lv FRANKFURT.....Ar		
						Ar COLOGNE/BONN.....Lv		
						Lv COLOGNE/BONN.....Ar		
						Ar DUSSELDORF.....Lv		
						Lv DUSSELDORF.....Ar		
						Ar HAMBURG.....Lv		
						Lv HAMBURG.....Ar		
						Ar LONDON.....Lv		
						Lv LONDON.....Ar		

MACROBERTSON MILLER AIRLINES (MMA)

780	782	784	786	DC-3	781	783	785	787
ALT	ALT	ALT	ALT	Read Down	ALT	ALT	ALT	ALT
④	④	⑥	⑥		④	④	⑦	⑦
0500	0500	0500	0500	Lv PERTH.....Ar	1615	1615	1530	1530
0645	0645	↓	↓	Ar GERALDTON.....Lv	↑	↑	↑	↑
0705	0705	↓	↓	Lv GERALDTON.....Ar				
0900	0900	↓	↓	Ar CARNARVON.....Lv				
0920	0920	↓	↓	Lv CARNARVON.....Ar				
		0715	0715	Ar MT. MAGNET.....Lv	1455	1455		
		0735	0735	Lv MT. MAGNET.....Ar	1415	1415		
				Ar WILUNA.....Lv	1355	1355		
				Lv WILUNA.....Ar	1325	1325		
		0825	0825	Ar MEEKATHARRA.....Lv	1200	1200		
		0845	0845	Lv MEEKATHARRA.....Ar	1100	1100		
		1050	1050	Ar WITTENON.....Lv	2340	2330		
		1120	1120	Lv WITTENON.....Ar				
				Ar ONSLOW.....Lv				
				Lv ONSLOW.....Ar				
				Ar ROEBOURNE.....Lv				
				Lv ROEBOURNE.....Ar				
				Ar PT. HEDLAND.....Lv				
				Lv PT. HEDLAND.....Ar				
				Ar DE GREY.....Lv				
				Lv DE GREY.....Ar				
				Ar PARDON.....Lv				
				Lv PARDON.....Ar				
				Ar WALLAL.....Lv				
				Lv WALLAL.....Ar				
				Ar MANDORA.....Lv				
				Lv MANDORA.....Ar				
				Ar ANNA PLAINS.....Lv				
				Lv ANNA PLAINS.....Ar				
				Ar BROOME.....Lv				
				Lv BROOME.....Ar				
				Ar DERBY.....Lv				

MALAYAN AIRWAYS (MAL)

122	106	DC-3	119
✕	✕	Read Down	✕
0425	0455	Lv SINGAPORE.....Ar	0330
0600	↓	Ar KUALA LUMPUR.....Lv	0200
	0700	Ar IPOH.....Ar	
	0730	Lv IPOH.....Ar	
	0810	Ar PENANG.....Ar	

MARITIME CENTRAL AIRWAYS (MAR)

25	DC-3, C-46, DC-4	26
②④	Read Down	Read Up
②④		②④
1100	Lv MONCTON.....Ar	2030
1430	Ar GOOSEBAY.....Lv	1700

NORTHWEST AIRLINES (NW)

C-54	526	528	580	980	DC-6 Combination	981	581	527	525	C-54
①②	①②	①②	①②	①②	Read Down	①②	①②	①②	①②	①②
③④	③④	③④	③④	③④	Read Up	③④	③④	③④	③④	③④
⑤	⑤	⑤	⑤	⑤		⑤	⑤	⑤	⑤	⑤
					Lv TOKYO.....Ar	1000				
					Ar ANCHORAGE.....AST.Lv	0200				
					Lv ANCHORAGE.....AST.Ar	2250	0505			
					Ar SEATTLE.....PST.Lv	2000	0115			
					Lv SEATTLE.....PST.Ar					
					Ar PORTLAND.....PST.Lv					
					Lv PORTLAND.....PST.Ar					
					Ar SPOKANE.....PST.Lv					
					Lv SPOKANE.....PST.Ar					
					Ar MINNEAPOLIS.....CDT.Lv					
					Lv MINNEAPOLIS.....CDT.Ar					
					Ar MADISON.....CDT.Lv					
					Lv MADISON.....CDT.Ar					
					Ar MILWAUKEE.....CDT.Lv					
					Lv MILWAUKEE.....CDT.Ar					
					Ar DETROIT (DTW)EST.Lv					
					Lv DETROIT (DTW)EST.Ar					
					Ar NEW YORK (IDL)EST.Lv					

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

PACIFIC NORTHERN AIRLINES (PN)

3	3	5	1B	1A	1	Lockheed Constellation Speedpak		2	2A	2B	4	4	6
23 45 67	1 23 45	×	2 45	15	37	Read Down	Read Up	12 46	5	37	×	1 23 45	23 45 67
0120	2340 0030	0830	0730 1010 1155 1300 1330 1450	0730 1010 1155 1240 1400	0730 1010 1155 1320	Lv PORTLAND.....Ar Ar SEATTLE - TAKOMA.....Lv Lv SEATTLE - TAKOMA.....Ar Ar KETCHIKAN (Annette Is.).....Lv Ar JUNEAU.....Lv Ar YAKUTAT.....Lv Ar CORDOVA.....Lv Ar ANCHORAGE.....Lv	Lv Lv Lv Lv Lv Lv Lv Lv	1715 1445 1300 0820 0700	1715 1445 1300 0820 0700	1715 1445 1300 1000 0700	2125 1400	2250 2200	0500 2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES			
160	DC-6A	161	161
Ex 1	Read Down	Read Up	1 2 4 5 6 7
0300	Lv NEW YORK.....Ar	1015	1500 1615
0935	Ar GANDER.....Lv	0630	1115 1230
1005	Lv GANDER.....Ar	0600	1045 1200
2055	Ar SHANNON.....Lv	0045	0530 0645
2155	Lv SHANNON.....Ar	0001	0445 0600
2315	Ar LONDON.....Lv	2200	0245 0400
0100	Lv LONDON.....Ar	1915	0115 0225
	Ar AMSTERDAM.....Lv	1755	2355 0105
	Lv AMSTERDAM.....Ar	1710	2325 0035
0305	Ar FRANKFURT.....Lv	1545	2200 2200
0755	Lv FRANKFURT.....Ar	1415	2035 2035
0840	Ar STUTTGART.....Lv	1330	1950 1950
0925	Lv STUTTGART.....Ar	1235	1920 1920
1010	Ar MUNICH.....Lv	1145	1830 1830

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393	C-54	392
7	Read Down	Read Up
1200	Lv MIAMI PAA.....Ar	1505
1735	Ar PANAMA.....Lv	0930
1	PANAGRA	5
0930	Lv PANAMA.....Ar	1645
F	Ar CALI.....Ar	F
F	Ar QUITO.....Ar	F
F	Ar GUAYAQUIL.....Ar	F
F	Ar TALARA.....Ar	F
1640	Ar LIMA.....Lv	0930
2		
0930	Lv LIMA	
1330	Ar ARICA	
1400	Lv ARICA	
1510	Ar LA PAZ	
1610	Lv LA PAZ	
1700	Ar COCHABAMBA	

PAA-U.S.A.-PACIFIC

879	875	DC-4	878	876
6	5	Read Down	Read Up	4
1200	0800	Lv SAN FRANCISCO	Ar	0605 0200
2125	1725	Ar HONOLULU.....Lv	1400	1805
0130		Lv HONOLULU.....Ar	1045	
1100		Ar WAKE ISLAND.....Lv	1945	
1200		Lv WAKE ISLAND.....Ar	1745	
1730		Ar GUAM ISLAND.....Lv	0700	
0700		Lv GUAM ISLAND.....Ar	1815	
1315		Ar MANILA.....Lv	0700	

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size any of the above transatlantic all-cargo services will call at one additional city on the following schedule:

City	Arrive Eastbound	Depart Westbound	Minimum Transatlantic Load
VIENNA	Daily Except Su Tu 12 05	Mo We Th Fr 15 15	800 kg
BERLIN	1 3 4 5 12 55	14 25	1200 kg

PAA-U.S.A.-LATIN AMERICA

345	307	341	341	353	301	323	339	C-54	DC-6A	304	304	340	342	308	354	322	302
C-54	C-54	C-54	C-54	C-54	DC-6A	C-54	C-54	C-54	C-54	C-54	C-54	C-54	C-54	C-54	C-54	C-54	DC-6A
1	7	2	7	2	6 7	Ex 1 7	×	×	×	3	5	Ex 4 7	6	1	2	3 4 5 6	1 6
0530	1000	0700	0630	0935	0045	0045	2330	2130	Lv NEW YORK.....Ar	1445	0715	1220	1150		1350	1220	0500
									Ar MIAMI.....Lv						f	f	1900
									Lv MIAMI.....Ar						f	f	0650
									Ar CAMAGUEY.....Lv						f	f	
									Lv CAMAGUEY.....Ar						f	f	
									Ar KINGSTON.....Lv						f	f	
									Ar PORT AU PRINCE.....Lv						f	f	
									Lv PORT AU PRINCE.....Ar						f	f	
									Ar TRUJILLO.....Lv						f	f	
									Lv TRUJILLO.....Ar						f	f	
									Ar SAN JUAN.....Lv								2300
									Lv SAN JUAN.....Ar								1300
									Ar CARACAS.....Lv								2300
									Lv CARACAS.....Ar								
									Ar MARACAIBO.....Lv								
									Lv PANAMA CITY.....Ar								
									Ar PORT OF SPAIN.....Lv								
									Lv GEORGETOWN.....Ar								
									Ar GEORGETOWN.....Lv								
									Lv PARAMARIBO.....Ar								
									Ar PARAMARIBO.....Lv								
									Lv CAYENNE.....Ar								
									Ar CAYENNE.....Lv								
									Lv BELEM*.....Ar	0300	1930						
									Ar BELEM*.....Lv	0205	1820						
									Lv RIO DE JANEIRO*.....Ar	1845	1100						
									Ar RIO DE JANEIRO*.....Lv	1515	1645						
									Lv SAO PAULO.....Ar	f	1530						
									Ar SAO PAULO.....Lv	f							
									Lv MONTEVIDEO.....Ar	f							
									Ar MONTEVIDEO.....Lv	f							
									Lv BUENOS AIRES.....Ar	f							
									Ar BUENOS AIRES.....Lv	0915							

Flt 307 will make flagstops at St. Croix, Antigua and Barbados.
Flt 353 will make flagstop at Montego Bay.
Flt 308 will make flagstops at Antigua and Barbados.

*No local traffic carried between stations (within the same country).

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

(PAA)

363 ③	355 ③	355 ⑤	393 PA ⑦	383 ④	361 ① ④⑤	372 ② ④⑤	373 ③⑥	371 ⑦	C-54 Read Down	Read Up	374 ⑥ ②⑤	372 ⑦	384 ③	362 ⑤⑥	364 ③	364 ⑦⑥ ②	352 ①③	366 ④①	368 ③	380 PA ⑧
0730 0845 1015 ↓ <u>1315</u>	0300 ↓ 0835	1930 ↓ ⑥ 0105	1200 ↓ P G393 ① 0930 ↓ <u>1640</u>	0600 ↓ 0945 1045 1405 1500 f f ↓ 2015	0315 ↓ 0715 0815 0900 ↓ 0700	0315 ↓ 0715 0815 0900 ↓ 0700	1245 1400 f f f f 1210 ↓ 1915	1030 ↓ 1600 1700 f f f f f f f f L v Ar PANAMA CITY.....Lv ① 2215 ↓ 0900 f f f 1400	Lv HOUSTON.....Ar Lv NEW ORLEANS.....Ar Lv MIAMI.....Ar Ar HAVANA.....Lv Lv HAVANA.....Ar Ar MEXICO, D.F.....Lv Lv MEXICO, D.F.....Ar Ar GUATEMALA.....Lv Lv GUATEMALA.....Ar Ar SAN SALVADOR.....Lv Lv SAN SALVADOR.....Ar Ar TEGUCIGALPA.....Lv Lv TEGUCIGALPA.....Ar Ar MANAGUA.....Lv Lv MANAGUA.....Ar Ar SAN JOSE.....Lv L v Ar SAN JOSE.....Ar Ar PANAMA CITY.....Lv	0910 0730 ↑ 1115 1015 0700 0920 f f f f f f f f f 0800 f 600	0910 0730 ↑ 1115 1015 0700 0920 f f f f f f f f f 0800 f 600	1435 ↑ 1115 1015 0700 1900 ↑ 1300 305 ②③ ④⑦ ↓ 1430 f f 1100	1900 ↑ 1300 1415 1000 305 ②③ ④⑦ ↓ 1430 f f 1100	2015 ↑ 1415 1000 305 ②③ ④⑦ ↓ 1430 f f 1100	1545 ↑ 1000 305 ②③ ④⑦ ↓ 1430 f f 1100	0035 ↑ 1900 0600 1100 930 P G393 ⑤ 1645	1135 ↑ 0600 1100 930 P G393 ⑤ 1645	1635 ↑ 1100 930 P G393 ⑤ 1645	1730 ↑ 1100 930 P G393 ⑤ 1645	

* No local traffic carried between Stations (within the same country).

RIDDLE AIRLINES (RD)

[illegible]

RUTAS AEREAS NACIONALES (RANSA)

③			①		④	②	⑤	⑦	Read Down	C-46; C-47	Read Up	②	⑤	⑦	①	④	③										
2000 ↓ 2300 2345 F ↓ 0445	0145 ↓ 0445 0530 F ↓ 1000	0005 ↓ 0305 0350 F ↓ 0820	2200 ↓ 0100 0145 0545	0145 ↓ 0445 0530 F ↓ 1000	0005 ↓ 0305 0350 F ↓ 0820	0430 ↓ 0730 0815 F ↓ 1245	0145 ↓ 0445 0530 F ↓ 1000	0005 ↓ 0305 0350 F ↓ 0820	Lv MIAMI, International.....Ar	-- BARCELONA, Muntadas.....Lv	-- BARCELONA, Muntadas.....Ar	Ar KINGSTON, Palisadoes.....--	Lv KINGSTON, Palisadoes.....--	-- ARUBA.....--	Ar MARACAIBO, Gr. De Oro.....Lv	-- MARACAIBO, Gr. De Oro I.....Lv	Ar CARACAS, Maiquetia.....Lv	1415 ↑	1800 ↑	2045 ↑	1900 1200 1100 ↑	1800 ↑	1400 ↑ 0800	0415 ↑	1800 ↑	1415 ↑	
												1000 ↑	1145 ↑	1430 ↑	1000 ↑	1145 ↑		1000 ↑	1145 ↑	0800 ↑							

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

SABENA BELGIAN AIRLINES (SAB)

247 C-47 ① ③⑤	104 C-47 ② ③④⑤	205 C-47 A ②③④⑤	DC-6A	C-47	206 C-47 ③ ④⑤	206 C-47 D ⑤	103 C-47 ② ③④⑤⑥	248 C-47 ① ③⑤
0830	0145	2200	Lv BRUSSELS.....Ar	0320	0250	0445	2020	
		2359	Ar LONDON.....Lv	0130	0100			
	0250		Lv LONDON.....Ar			0345		
			Ar MANCHESTER.....Lv					
			Ar AMSTERDAM.....Lv					
			Ar NICE.....Lv					
			Lv NICE.....Ar					
			Ar MILAN.....Lv					1500
1345								

211 C-47 6	101 C-47 x	215 C-47 ①	115 DC-6A ① B	213 C-47 ③	213 C-47 ④	113 DC-6A ④ D	213 C-47 ⑤	DC-6A	C-47	216 C-47 ①	118 C-47 ① A	218 C-47 ③	218 C-47 ④	114 C-47 ④ C	218 C-47 ⑤	212 C-47 ⑥	102 C-47 Ex ①
0825	2100	1735	1500	1330	1330	1500	1330	Lv BRUSSELS.....Ar	2040	2020	2020	2020	2020	2020	2020	0100	
	2235	1845						Ar PARIS.....Lv	1930	1905	1905	1905	1905	1905	1905	2335	
			1650			1700		Ar NICE.....Lv		1835	1835	1835	1835	1835	1835		
				1550	1550		1550	Ar COLOGNE.....Lv		1725				1800			
								Lv COLOGNE.....Ar									
								Ar FRANKFURT.....Lv								1750	
								Ar STUTTGART.....Lv								1720	
								Lv STUTTGART.....Ar								1620	
								Ar NUREMBERG.....Lv								1540	
								Lv NUREMBERG.....Ar								1315	
								Ar VIENNA.....Lv									
1215																	

LE 105	LE 099	LE 107	LE 101	LE 103	DC-4		LE 106	LE 100	LE 108	LE 102	LE 104
③	②	⑤	⑥	⑦	Read Down	Read Up	③	④	⑤	⑥	⑦
0100 ↓ 0630 0730 1100 2100 ↓ 1120	0100 ↓ 0630	0300 ↓ 1115	0130 ↓ 0630	0100 ↓ 0900 0945 1020	Lv BEIRUT...Ar Ar BAGHDAD...Lv Lv BAGHDAD...Ar Ar TEHERAN...Lv Ar KUWAIT...Lv Lv KUWAIT...Ar Ar DHAHRAN...Lv Lv DHAHRAN...Ar Ar DOHA...Lv Lv DOHA...Ar Ar BAHRAIN...Lv	1720 ↑ 1350 1250 ↑ 1220	1100 ↑ 0730	1830 ↑ 1300	1100 ↑ 0730	1500 ↑ 1120	

No Local Traffic Between Kuwait and Doha and Between Kuwait and Dhahran
No Local Traffic Between Dhahran and Bahrain and Between Doha and Bahrain.
No Local Traffic Between Kuwait and Bahrain in Either Direction.

SN160 C-47 ② ⑤	SN161 DC-4 ② ⑥
1320	Lv BRUSSELS.....Ar
1600	Ar BASEL.....Lv
	2000
	1710

279 DC-4 ③	DC-4	C-47	478 DC-4 ②
	Read Down	Read Up	
	Lv BUKAVU.....Ar		
	Ar USUMBURA.....Lv		
0830	Lv USUMBURA.....Ar		1000
1345	Ar KAMINA.....Lv		
1430	Lv KAMINA.....Ar		
1530	Ar KOLWEZI.....Lv		
1605	Lv KOLWEZI.....Ar		
1770	Ar ELIZABETHVILLE.....Lv		0700

222 DC-4 ②	454 C-47 ②	420 C-47 ④	DC-4	C-47	VNR DC-4 ①	453 C-47 ②	423 DC-4 P ③	225 DC-4 ⑤
			Read Down	Read Up				
0530	1050		Lv MATADI.....Ar	1400	1010			
	1200		Ar LEOPOLDVILLE.....Lv	1300	0900			
		0530	Lv LEOPOLDVILLE.....Ar			1630	1345	
			Ar KIKWIT.....Lv				1215	
			Lv KIKWIT.....Ar				1100	
		0915	Ar LULUABOURG.....Lv			1500		
		1015	Lv LULUABOURG.....Ar			1400		
			-- LODJA.....Lv					
			-- LODJA.....Ar					
			-- KINDU.....Lv					
			-- KINDU.....Ar					
			-- KALIMA.....Lv					
			-- KALIMA.....Ar					
			Ar ALBERTVILLE.....Lv					
			Lv ALBERTVILLE.....Ar					
			Ar BUKAVU.....Lv			1100	0830	
			Ar USUMBURA.....Ar				0735	
			Lv USUMBURA.....Lv				0645	
			Ar GOMA.....Ar					
1245		1315						
1430								
1520								

484 DC-4 P ⑦	464 DC-4 ⑦ A	DC-4	C-47	485 DC-4 ①	464 C-47 ⑦
		Read Down	Read Up		
		Lv LEOPOLDVILLE.....Ar			1715
		Ar COQUILHATVILLE.....Lv			1500
		Lv COQUILHATVILLE.....Ar			1430
		Ar BOENDE.....Lv			
		Lv BOENDE.....Ar			
		Ar LIBENGE.....Lv			1245
		Lv LIBENGE.....Ar			
		Ar STANLEYVILLE.....Lv		0950	
		Ar BUNIA.....Ar		0800	
1445					
1635					

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

SAM AIRLINES

999 ⑤	888 ⑤	C-46	887 ③	998 ④
		Read Down	Read Up	
0300		Lv MIAMI.....Ar		2000
0800		Ar SAN ANDRES.....Lv		
0900		Lv SAN ANDRES.....Ar		
1115		Ar CARTAGENA.....Lv		
1200	1145	Lv CARTAGENA.....Ar	1445	
	1215	Ar BARRANQUILLA.....Lv	1415	1400
		Lv BARRANQUILLA.....Ar	1315	1300
1350	801	Ar MEDELLIN.....Lv	1130	
	③	Lv MEDELLIN.....Ar	1030	
1450	0600	Ar BOGOTA.....Lv	0930	1100
1550	0700	Lv BOGOTA.....Ar	0830	1000
1645	0800	Ar CALI.....Lv	0715	
1800	1200	Ar LETICIA.....Lv		0600

SCANDINAVIAN AIRLINES (SAS)

006 ①	DC-3	005 ②
②③	Read Down	Read Up
④⑤		
2350	Lv COPENHAGEN, Kastrup.....Ar	0625
0245	Ar AMSTERDAM, Schiphol.....Lv	0350

SEABOARD AND WESTERN (SBW)

100 ⑦	104 ①	100 ②	104 ③	100 ④	104 ⑤	100 ⑥	104 ⑦	100 ⑧	104 ⑨	100 ⑩	104 ⑪	100 ⑫	104 ⑬	100 ⑭	104 ⑮	100 ⑯	104 ⑰	100 ⑱	104 ⑲	100 ⑳	104 ㉑	100 ㉒	104 ㉓	100 ㉔	104 ㉕	100 ㉖	104 ㉗	100 ㉘	104 ㉙	100 ㉚	104 ㉛	100 ㉜	104 ㉝	100 ㉞	104 ㉟	100 ㊱	104 ㊲	100 ㊳	104 ㊴	100 ㊵	104 ㊶	100 ㊷	104 ㊸	100 ㊹	104 ㊺	100 ㊻	104 ㊼	100 ㊽	104 ㊾	100 㿀	104 㿁	100 㿂	104 㿃	100 㿄	104 㿅	100 㿆	104 㿇	100 㿈	104 㿉	100 㿊	104 㿋	100 㿌	104 㿍	100 㿎	104 㿏	100 㿐	104 㿑	100 㿒	104 㿓	100 㿔	104 㿕	100 㿖	104 㿗	100 㿘	104 㿙	100 㿚	104 㿛	100 㿜	104 㿝	100 㿞	104 㿟	100 㿠	104 㿡	100 㿢	104 㿣	100 㿤	104 㿥	100 㿦	104 㿧	100 㿨	104 㿩	100 㿪	104 㿫	100 㿬	104 㿭	100 㿮	104 㿯	100 㿰	104 㿱	100 㿲	104 㿳	100 㿴	104 㿵	100 㿶	104 㿷	100 㿸	104 㿹	100 㿺	104 㿻	100 㿼	104 㿽	100 㿾	104 㿿	100 㿠	104 㿡	100 㿢	104 㿣	100 㿤	104 㿥	100 㿦	104 㿧	100 㿨	104 㿩	100 㿪	104 㿫	100 㿬	104 㿭	100 㿮	104 㿯	100 㿰	104 㿱	100 㿲	104 㿳	100 㿴	104 㿵	100 㿶	104 㿷	100 㿸	104 㿹	100 㿺	104 㿻	100 㿼	104 㿽	100 㿾	104 㿿	100 㿠	104 㿡	100 㿢	104 㿣	100 㿤	104 㿥	100 㿦	104 㿧	100 㿨	104 㿩	100 㿪	104 㿫	100 㿬	104 㿭	100 㿮	104 㿯	100 㿰	104 㿱	100 㿲	104 㿳	100 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Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TACA INTERNATIONAL (TACA)

801 ①③ ⑤	525 ② ④	801 ② ④	101 ② ④	101 ⑥	401 ⑥	DC-4		400 ①	400 ③	100 ① ③	100 ⑤	800 ②④ ⑤⑥	526 ① ③
Read Down						Read Up							
0100	0600	0400		0700	0130	Lv NEW ORLEANS.....Ar	2005	1410				1915	
					Lv MEXICO CITY.....Ar								1600
					Ar BELIZE.....Lv			1010			1830		
					0620 Lv BELIZE.....Ar			0955					
0630	0925	0930		1025	0745 Ar GUATEMALA CITY.....Lv	1510	0830				1510		1300
0730		1030		1100	0825 Lv GUATEMALA CITY.....Ar	1445	0815				1445		1145
0815		1115		1145	0910 Ar SAN SALVADOR.....Lv	1400	0730				1400		1100
				1215	Lv SAN SALVADOR.....Ar	1345			1345		1345		
				1310	1000 Lv TEGUCIGALPA.....Ar	1300			1300		1300		
				1335	1055 Ar TEGUCIGALPA.....Lv	1240			1240		1240		
				1430	Ar MANAGUA.....Lv	1145			1145		1145		
				1455	Lv MANAGUA.....Ar	1130			1130		1130		
				1605	Ar SAN JOSE.....Lv	1020			1020		1020		

TRANS-AUSTRALIA AIRLINES (TAA)

1909	1913	1915	1917	1919	1929	1923	1925	1927	1948	1942	1902	1904	DC-3		1912	1910	1916	1918	1920	1930	1924	1926	1928	1949	1943	1901	1903
		⑦①		③		③④	⑤	⑤	④	⑦④	②③ ④⑤	④		Read Down	Read Up	⚡	⑥	⑦①	③⑦	③	⑤	③④ ⑤⑥	③⑤	⑤	④	①⑤④⑤	① ②③ ④
0030	0415	1340	0530	0600	1345	1340	1600	0630	0600	0500	0230	1500	Lv MELBOURNE.....Ar	1045	0835	2035	1140	1105	1955	1845	2010	1315	1240	1100	0300	2335	
				0735									Ar WYNARD.....Lv														
				0820									Ar WYNARD.....Ar														
				0845									Ar DEVONPORT.....Lv														
													Lv DEVONPORT.....Ar														
													Ar LAUNCESTON.....Lv														
													Lv LAUNCESTON.....Ar														
													Ar HOBART.....Lv	0805		1755	0900		1715		1930	0945			2355	2030	
											0120	1750	Ar SYDNEY.....Lv												2230		
											0230		Lv SYDNEY.....Ar												1920		
											0525		Ar BRISBANE.....Lv														
											0820	0720	Ar ADELAIDE.....Lv										0930	2200			
											0805		Lv ADELAIDE.....Ar											2110			
											1730		Ar PERTH.....Lv											0930			

TRANS WORLD AIRLINES (TW)

NEW YORK-SAN FRANCISCO

599 ② ③④ ⑤⑥	597 ② ③④ ⑤⑥	C-54		592 ① ②③ ④⑤
Read Down		Read Up		
	0135	Lv NEW YORK (LGA).....Ar	2114	
	0226	Ar PHILADELPHIA.....Ar		
	0453	Lv PITTSBURGH.....Lv		
	0550	Ar PITTSBURGH.....Ar	1735	
		-- COLUMBUS.....Lv	1655	
		-- COLUMBUS.....Ar		
		-- CHICAGO (MDW).....		
	0649	Ar INDIANAPOLIS.....		
	0745	Lv INDIANAPOLIS.....		
	0910	Ar ST. LOUIS.....Lv	1440	
	1040	Lv ST. LOUIS.....Ar	1344	
2230	1107	Ar KANSAS CITY.....Lv	1120	
0459		Ar LOS ANGELES.....Lv	2359	
0635		Lv LOS ANGELES.....Ar	2236	
0828		Ar SAN FRANCISCO.....Lv	2030	

TRANS-CANADA (TCA)

909 ① ②③ ④⑤	North Star		910 ① ②③ ④⑤
Read Down		Read Up	
2100	Lv MONTREAL.....Ar	A1455	
2255	Ar TORONTO.....Lv	A1315	
2355	Lv TORONTO.....Ar	1155	
0350	Ar WINNIPEG.....Lv	0650	
0435	Lv WINNIPEG.....Ar	0605	
	-- CALGARY.....Lv	0150	
	-- CALGARY.....Ar	0120	
0730	Ar EDMONTON.....		
0800	Lv EDMONTON.....		
1015	Ar VANCOUVER.....Lv	2200	

A-Toronto to Montreal section ③④⑤ only.

TRANS CARIBBEAN AIRWAYS (TRC)

901 ④	901 ⑥	C-54		900 ②④
Read Down		Read Up		
0100	2300	Lv NEW YORK.....Ar	0700	
0900	0700	Ar SAN JUAN.....Lv	2300	

NEW YORK-ROME

970 ④	1049H		981 ⑥
Read Down		Read Up	
1430	Lv NEW YORK.....Ar	1205	
2010	Ar GANDER.....Lv	0830	
2055	Lv GANDER.....Ar	0745	
	Ar SHANNON.....Lv	0240	
	Lv SHANNON.....Ar	0140	
0825	Ar LONDON.....Lv		
0910	Lv LONDON.....Ar		
	Ar PARIS.....Lv	2355	
	Lv PARIS.....Ar	2225	
1210	Ar FRANKFURT.....Lv		
1340	Lv FRANKFURT.....Ar		
	Ar GENEVA.....Lv	2100	
	Lv GENEVA.....Ar	2000	
	Ar MILAN.....Lv	1845	
	Lv MILAN.....Ar	1745	
1635	Ar ROME.....Lv	1600	

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TRANSA-CHILE

C-46										
④	⑦	③⑥	⑤	④	Read Down	Read Up	④	①	②⑤	①④
1500		1000			Lv ARICA.....Ar	1225			1425	
1710		1210			Ar ANTOFAGASTA...Lv	1015			1215	
1755		1255			Lv ANTOFAGASTA...Ar	0930			1130	
2125		1325			Ar SANTIAGO.....Lv	0600			0800	
	0800		0800	0900	Lv SANTIAGO.....Ar		1750		1730	1700
	1100			1200	Ar BARILOCHE.....Lv		1450			1400
	1145				Lv BARILOCHE.....Ar		1405			
	1750				Ar PUNTA ARENAS...Lv		0900			
			1130		Ar J. FERNANDEZ...Lv				1400	

WHEELER AIRLINES

101 P	C-46	DC-3	102 P
②⑤	Read Down	Read Up	②⑤
0915	Lv VAL D'OR.....Ar		1630
1225	Ar GREAT WHALE.....Lv		1320

UNITED AIR LINES (UA)

92 DC-6A ⑥	99 DC-6 #EX ⑦①	61 CVR #EX ⑦①	97 DC-6A #EX ⑥⑦	93 DC-6A #EX ⑥⑦	95 DC-6A #EX ⑥⑦	63 DC-6 #	DC-6A	DC-6	92 DC-6A #EX ⑤⑥⑦	90 DC-6A #EX ⑥⑦	92 DC-6A ⑥	94 DC-6A #EX ⑥⑦	98 DC-6A #EX ⑥⑦	96 DC-6 #EX ⑦①	60 CVR #EX ⑦①
Read Down							CVR	Read Up							
	0145		2230 2313 0025				Lv BOSTON.....Ar						0927		
							Ar HARTFORD/SPRINGFIELD...Lv						0845		
							Lv HARTFORD/SPRINGFIELD...Ar						0803		
							Lv NEW YORK (LGA).....Ar							0450	
							Lv NEW YORK (IDL).....Ar								
							Ar NEW YORK (IDL).....Lv								
							Lv NEWARK.....Ar								
							Ar PHILADELPHIA.....Lv								
							Lv PHILADELPHIA.....Ar								
							Ar CLEVELAND.....Lv								
							Lv CLEVELAND.....Ar								
							Ar DETROIT.....Lv								
							Lv DETROIT.....Ar								
							Ar CHICAGO (MDW).....Lv								
							Lv CHICAGO (MDW).....Ar								
							Ar DENVER.....Lv								
							Lv DENVER.....Ar								
							Ar SALT LAKE CITY.....Lv								
							Lv SALT LAKE CITY.....Ar								
							Ar SAN FRANCISCO.....Lv								
							Lv SAN FRANCISCO.....Ar								
							Ar OAKLAND.....Lv								
							Ar LOS ANGELES (INTL).....Lv								
							Ar LOS ANGELES (BUR).....Lv								

U.A.T. AEROMARITIME (UT-AMA)

DC-4	UT-755 DC-6	AMA-97 Nord	AMA-93 Nord	AMA-99 Nord	DC-4	DC-6	AMA-98 Nord	UT-756 DC-6	AMA-90 Nord	DC-4
⑥	④	①	③	①	NORD 2.502	Read Down	Read Up	②	⑥	⑤
1610	1620				Lv PARIS LE					
	1825				BOURGET.....Ar					
	1910				Ar NICE.....Lv					
					Lv NICE.....Ar					
					Ar TRIPOLI.....Lv					
					Lv TRIPOLI.....Ar					
					Ar PORT-LAMY.....Lv					
					Lv PORT-LAMY.....Ar					
					Ar MOUNDOU.....Lv					
					Lv MOUNDOU.....Ar					
					Ar N'GAOUNDERE.....Lv					
					Lv N'GAOUNDERE.....Ar					
					Ar BANGUI.....Lv					
					Lv BANGUI.....Ar					
					Ar DOUALA.....Lv					
					Lv DOUALA.....Ar					
					Ar LIBREVILLE.....Lv					
					Lv LIBREVILLE.....Ar					
					Ar PORT-GENTIL.....Lv					
					Lv PORT-GENTIL.....Ar					
					Ar BRAZZAVILLE.....Lv					
					Lv BRAZZAVILLE.....Ar					
					Ar POINTE-NOIRE.....Lv					
					Lv POINTE-NOIRE.....Ar					

*Every other week.

VARIG (RG)

966	667	C-46	666	967
⑤	EX ①	Read Down	Read Up	⑥
0612	0300	Lv RIO DE JANEIRO.....Ar	0330	1540
	0430	Ar SAO PAULO.....Lv	0200	
	0500	Lv SAO PAULO.....Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho...Lv	2230	
		-- VITORIA.....Ar		
		-- BELMONTE.....Ar		
		Ar SALVADOR, Ipatanga.....Lv		
		Lv SALVADOR, Ipatanga.....Ar		
		-- ARACAJU, Municipal.....Ar		
		-- PROPRIA.....Ar		
		-- PENEDO.....Ar		
		-- MACEIO, Tab. do Pinto.....Ar		
		Ar RECIFE, Iba. Guar.....Lv		
		Lv RECIFE, Iba. Guar.....Ar		
		-- JOAO PESSOA, Santa Rita.....Ar		
		Ar NATAL, Parnamirim.....Lv		

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijuí, Santo Angelo, Xapoco, Carazinho, Passo Fundo, Erechim, Florianópolis, União Vitoria, Curitiba and all Varig stations along the Brazilian coast.

MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot)
By Carriers and Types of Aircraft.

ALL-CARGO

CARRIER	Boeing Stratocruiser	Boeing 707	Brittania	Canadaair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Lodestar	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Constellation 1049-H
AA.....	--	150	--	--	150	--	--	150	--	75	200	--	--	--	75	--	--	--	--	--	--	--	--	--	200	--	--
AL.....	--	--	--	--	--	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--
AX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	--	--	--	--
BL.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	--	--	--	100	100	--	100	--	--	--	75	--	100	45	--	--	--	--	--	--	150	185	--	--	--	--
BOAC.....	100	--	75	--	--	--	--	--	--	--	--	75	--	68	--	--	--	--	--	--	--	--	--	--	--	--	--
CA.....	--	--	--	--	--	100	100	--	--	--	--	--	--	70	--	--	--	--	--	--	--	150	--	--	--	--	--
CO.....	--	150	--	--	150	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--
CN.....	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	--	--	75	--	65	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU.....	--	--	--	--	--	95	--	--	--	--	--	--	--	70	--	--	70	--	--	--	150	185	--	--	--	--	--
DL.....	--	--	--	--	150	85	--	150	--	--	75	--	--	70	--	--	--	100	--	--	--	--	185	--	--	--	--
EA.....	--	--	--	--	65	--	--	--	--	--	75	--	--	--	45	--	70	100	--	--	--	--	--	--	--	100	--
ELAL.....	--	--	150	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--
FL.....	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300
JAL.....	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	100	--
KLM.....	--	--	--	--	154	50	205	77	--	77	77	--	--	72	--	--	154	--	--	--	150	--	--	205	205	102	300
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	150	--	--	150	--	100	200	--	--	--	--	100	70	--	--	--	--	--	--	--	--	--	--
NE.....	--	--	--	--	--	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--
NO.....	--	--	--	--	150	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
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PC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
PAA.....	100	150	--	--	--	100	--	--	--	75	75	75	--	--	--	--	70	--	--	--	--	--	--	185	200	--	--
PI.....	--	--	--	--	--	80	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--
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SAB.....	--	150	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
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SO.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR.....	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--
TACA.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	150	--	100	--	--	--	--	--	--	--	--	--	--	75	--	--	--	150	--	--	--	--	--	--
TBC.....	--	--	--	--	--	100	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
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UA.....	--	--	--	--	150	--	--	150	--	150	150	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--
WA.....	--	--	--	--	75	75	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding	Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.	LAN	LA	045	Linea Aerea Nacional
AAJ	JE	135	Aerob Airways (Jerusalem) Ltd.	LA NICA	NI	176	Lineas Aereas de Nicaragua, S.A.
ACA	AK	26F, 026-84, 151	Alaska Coastal Airlines	LAP	LA	046	Loide Aereo Nacional, S.A.
ADR	AB	042	Empresa de Transportes Aereos Brasil, S.A.	LAV	LV	046	Linea Aeropostal Venezolana
AD	AD	103	Aden Airways Limited	LC	LC	020	Lake Central Airlines
AERONAVES	AM	139	Aeronaves de Mexico, S.A.	LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
AET	N	052	Aerline Eireann Tia - Irish Air Lines	LL	LL	223	Lloyd Aereo Colombiano
AF	AF	057	Air France	LN	LN	067	Air Liban
AFL	SU	098	Aeroflot	LOT	LO	080	Polish State Airlines LOT
AI	AI	098	Air India International	LX	LX	325	Los Angeles Airways, Inc.
AIRCEY	AE	104	Air Cayman Limited	MAL	ML	127	Malayan Airways, Ltd.
AJ	AJ	148	Air Jordan	MAL EY	MA	182	Hungarian Air Transport - MALE
AKK	AL	224	Air Kruse (Kant), Ltd.	MAR	MR	022	Maritime Central Airways
AL	AL	037	Allegheny Airlines, Inc.	ME	ME	076	Middle East Airlines Co.
ALG	AM	124	Air Algerie	MK	MK	213	Mackey Airlines, Inc.
ALT	EI	053	Aer Lingus Teoranto - Irish Air Lines	MM	MM	181	MacRobertson-Miller Airlines, Ltd.
ANA	AN	090	Ansett-Australian National	MN	MN	210	Mona Airlines Limited
ANSETT	AP	152	Ansett Airways Pty., Ltd.	MOS	MT	216	Morton Air Services Limited
AQ	AP	152	AAXICO Airlines, Inc.	MS	MS	077	Misrair, S.A.E.
APA	HP	123	Aerovias Panama	NACIONAL	NA	010	Transportes Aereos Nacionales, Ltda.
AQU	AQ	112	Aquila Airways Limited	NA	NA	010	National Airlines, Inc.
ARG	AR	044	Aerolineas Argentinas	NC	NC	184	Northern Consolidated Airlines, Inc.
ASA	AS	027	Alaska Airlines, Inc.	NE	NE	011	North East Airlines, Inc.
ATM	AT	147	Compagnie Nationale de Transport Aeriens	NO	NO	032	North Central Airlines, Inc.
ATSA	T	161	Aero Transportes, S.A.	NW	NW	012	Northwest Airlines, Inc.
AVENSA	VE	128	Aerovias Venezolanas, S.A.	NY	NY	332	New York Airways, Inc.
AVIACO	AO	110	Aviacion y Comercio, S.A.	NZ	NZ	078	New Zealand National Airways Corp.
AVN	AC	26K, 026-3, 134	Aerovias Nacionales de Colombia, S.A.	OA	OA	050	Olympic Airways, S.A.
AW	AW	121	Airwork Limited	OAS	OL	215	Oliet Air Service, Ltd.
AZ	AZ	055	ALITALIA-Linee Aeree Italiane	OZ	OZ	041	Osark Air Lines, Inc.
BAHAMAS	BH	116	Bahamas Airways, Ltd.	PAA	PA	26P, 026-1, 12, 13, 14, 15	Pan American World Airways System
BAT	BT	116	Butler Air Transport Pty., Ltd.	PAB	PB	26R, 026-4, 111	Panair do Brasil, S.A.
BEA	BE	060	British European Airways Corp.	PANAGRA	PG	26L, 026-6, 109	Pan American-Groce Airways, Inc.
BGAL	BK	137	British Guiana Airways, Ltd.	PI	PI	030	Piedmont Aviation, Inc.
BKS	BK	137	BKS Air Transport, Ltd.	PIA	PK	214	Pakistan International Airlines
BL	BL	039	Bonanza Air Lines, Inc.	PLUNA	PU	214	Primera Linea Uruguaya de Navegacion Aerea
BN	BN	092	Braniff International Airways, Inc.	PC	PC	013	Pacific Air Lines
BOAC	BA	061	British Overseas Airways Corp.	PN	PN	26J, 026-82, 031	Pacific Northern Airlines, Inc.
BRITAVIA	BT	225	Britavia, Limited	QAPL	QE	188	Queensland Airlines Pty., Ltd.
BWIA	BA	106	British West Indian Airways, Ltd.	QBA	QB	081	Quebecair, Inc.
CA	CA	013	Capital Airlines, Inc.	QCA	QC	081	Queen Charlotte Airlines, Ltd.
CAA	CE	063	Central African Airways Corp.	QEA	EM	081	Queen Empire Airways
CAS	CS	138	Cambridge Airways, Ltd.	QUSA	QA	143	Quebecair, Inc.
CAT	CT	129	Civil Air Transport	RAL	RA	221	Royal Air Cambridge
CATHAY	CX	160	Cathay Pacific Airways, Ltd.	RANSA	RN	218	Rutas Aereas Nacionales, S.A.
CAUSA	CB	158	Compania Aeronautica Uruguaya, S.A.	REAL	BR	153	Real S/A-Transportes Aereos
CBA	CB	158	Caribbean Atlantic Airlines, Inc.	REEF	RE	153	Ansett Flying Boat Services Pty., Ltd.
CDA	DO	113	Compania Dominicana de Avionacion, S.A.	REEVE	RD	323	Reeve Alutian Airways, Inc.
CH	CH	022	Chicago Helicopter Airways, Inc.	RID	RI	083	Riddle Airlines, Inc.
CIA	CI	231	Caribbean International Airways, Ltd.	SAB	SN	082	Societe Anonyme Biege d'Exploitation de la Navigation Aerienn
CINTA	CI	231	Cinta Chilean Airlines	SAFE	BU	079	Breathene South American & Far East Airtransport
CMA	MX	26M, 026-5, 132	Compania Mexicana de Avionacion, S.A.	SAHSA	SH	117	Servicio Aereo de Honduras, S.A.
CN	CN	319	Central Airlines, Inc.	SAT	SP	119	Scandinavian Airlines System
CO	CO	005	Continental Air Lines, Inc.	SBW	SB	219	Seaboard & Western Airlines, Inc.
COA	CO	320	Cordeiro Airways, Inc.	SCAL	VF	221	Silver City Airways, Ltd.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.	SDI	SL	042	Saudi Arabian Airlines
CONN	NN	166	Connellan Airways, Ltd.	SL	SL	042	Scottish Airlines
COPA	CM	230	Compania Panamena de Avionacion, S.A.	SO	SO	038	Southern Airways, Inc.
CPA	CP	018	Canadian Pacific Airlines, Ltd.	SR	SR	085	Swiss Air Transport Co., Ltd.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul	STAE	ST	198	Societe de Transportes Aeriens an Extram-Orient
CUBANA	CU	064	Ceskoslovenske Aerolinie	SUD	SD	200	Aerovias Sud American
CY	CY	048	Cyprus Airways, Ltd.	SUDAN	SD	200	Sudan Airways
DARBY	DR	068	Dragon Airways, Ltd.	SYRIAN	SY	201	Syrian Airways Company
DETA	DM	068	Divisao de Exploracao dos Transportes Aereos "DETA"	TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
DL	DL	006	Delta Air Lines, Inc.	TACA	TA	202	TACA International Airlines, S.A.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos	TACAV	TV	175	Linea Aerea TACA de Venezuela
EA	EA	007	Eastern Air Lines, Inc.	TAL	TI	119	Compagnie de Transportes Aeriens Intercontinentaux
EC	EC	094	East African Airways Corp.	TALOA	TL	047	Transportes Aereos Da India Portuguesa
EG	EAGL	232	Eagle Airways of Britain	TAN	TX	208	Transportes Aereos Nacionales, S.A.
EL AL	LY	114	El Al Israel Airlines, Ltd.	TAP	TP	047	Transportes Aereos Portugueses, S.A.
ES	ES	26E, 026-83, 169	Elite Air Lines	TCA	TC	014	Trans-Canada Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines	TEAL	TE	086	Tasman Empire Airways Limited
EWA	EW	071	East-West Airlines, Ltd.	THAI	TH	203	Thai Airways Co., Ltd.
FAUCETT	CF	163	Compania de Avion "FAUCETT", S.A.	TPA	TS	235	Trans-Pacific Airlines, Ltd.
FINNAIR	AY	105	Aero O/Y (Finnair)	TSA	TO	267	Transcontinental, S.A.
FL	FL	028	Frontier Airlines, Inc.	TRC	TR	254	Trans Caribbean Airways
FLUG	FI	108	Flugflog Islands, H.F. (Iceland Airways, Ltd.)	TT	TT	033	Trans-Texas Airways
FT	FT	023	Flying Tiger Lines, Inc.	TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
GAL	AG	040	Guinea Airways, Ltd.	UA	UA	016	United Air Lines, Inc.
GAM	AG	040	Guest Aerovias Mexico, S.A.	UAT	UT	125	Union Aeromarine de Transport
GIA	GF	126	Gulf Aviation Company, Ltd.	UBA	UB	209	Union of Burma Airways
GIBAIR	GU	171	Garuda Indonesian Airways, Ltd.	UMCA	UR	026	Uruba, Medellin & Central Airways
GU	GU	161	Empresa Guatemalteca de Avionacion	VARIG	RG	042	Empresa de Viacao Aerea Rio Grandese
HAI	HA	173	Hawaiian Airlines, Ltd.	VASP	VF	120	Viacao Aereo Sao Paulo, S.A.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.	VNA	VN	120	Air Vietnam
HKA	HK	054	Hong Kong Airways, Ltd.	WAC	WT	087	West African Airways Corporation
IA	IA	073	Iraqi Airways	WA	WA	017	Western Air Lines, Inc.
IAC	IC	058, 093	Indian Airlines Corporation	WC	WC	025	West Coast Airlines, Inc.
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas	WEN	WE	212	Wien Alaska Airlines
IAL	LL	278	Icelandic Airlines	YR	YR	212	Soc. de Transporteur Aeriens Remont-Societien
IRA	IR	096	Iranian Airways				
JAL	JL	131	Japan Air Lines Company, Ltd.				
JAT	JY	115	Jugoslavenski Aerotransport (JAT)				
JST	JY	130	Jersey Airlines				
KLM	KL	074	K.L.M. Royal Dutch Airlines				
KNA	KN	222	Korean National Airlines				
LAB	LB	051	Lloyd Aereo Boliviano				
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.				
LADE	LD	177	Lineas Aereas del Estado				

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the Routing Guide mentioned above, is promoted through newspaper releases.

6. Plans are underway for the preparation and circulation of a regular newsletter which would discuss shipping problems of local companies and how they are solved.

7. In addition to the direct campaign, Mercury established at the beginning of 1959 the New York Air Freight Information Bureau, as a single source to which any shipper could refer for all information about air freight, presented impartially and without recommendation.

Centralized Information

This Bureau was established to serve both the shipping public and the air freight industry because there existed no central point to which shippers could refer for overall information and to make specific inquiries concerning air freight.

The public has no way of knowing when they are calling a specific carrier that they are calling the right one. There is no reason for the shipper to suppose that by placing a call to any carrier he can also obtain information concerning the carrier's competitors.

It was with these facts in mind that Mercury established the New York Air Freight Information Bureau. The Bureau does not function in competition with the carriers; it serves rather as an auxiliary to the information services provided by the carriers. It does not recommend, it informs. If several carriers serve an area, the names of all are provided so that the customer can make his own choice.

The mechanics of establishing the Information Bureau were:

a. Establishment of a separate telephone number through which information calls can be received. These calls are answered by men who are fully versed on the subject of air freight so that they can competently answer all questions. A reference file is close at hand.

b. The phone is answered "Air Freight Information Bureau" to preserve the impartial, informative aspect of the Bureau. Furthermore, this immediately assures the person calling that he can freely ask any questions without feeling obligated or restricted.

c. A mail address to which written inquiries can be sent was established. This address is the same as our Idlewild Airport headquarters and arrangements were made with the post office so that all mail addressed to the Bureau would be delivered to Mercury.

d. Stories and articles are released to the newspapers in this area regularly concerning air freight. The first release was an announcement of the establish-

ment of the Bureau and invited inquiries.

e. Local trade and civic organizations are being contacted offering them speakers on the subject of air freight, with the speeches planned so that audience will be able to determine the advantages of shipping by air.

The whole program, through direct contact in the name of Mercury and the independent Air Freight Information Bureau, are just a small part of what can be done by the cartageman to assist carriers in disseminating knowledge concerning air freight.

It can be expanded in many directions, according to the individual area, such as the following:

1. Advertising programs to be conducted by the cartageman on both a national and specialized basis. One effective method is for the local ground carrier to advertise in business publications which reach an industry having a great concentration in the particular area. For example, Mercury places advertising in a number of directories reaching the apparel manufacturers, since New York is the heart of the garment industry.

2. Development by the carriers of a complete presentation which can be used by the cartageman to provide air freight information. It would be very effective for each cartageman to have a comprehensive air freight information portfolio, prepared by the carriers, as opposed to the material which is collected from each. This would offer the added advantage of having a uniformity throughout the country.

3. In the same manner, it would be most helpful to the carriers if they could have material for their sales per-

sonnel which presents the complete story of air freight on the ground, assembled from material provided by the cartagemen.

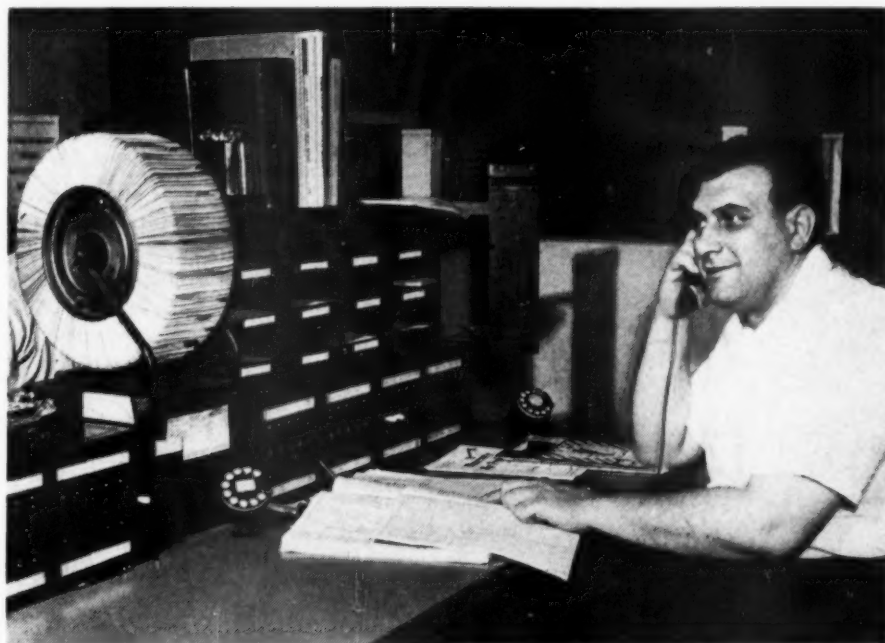
4. Establishment of a Promotion Committee through which cartagemen throughout the nation would regularly exchange sales and informative material; and which would assemble, organize and publish the valuable promotional experiences of all. This would provide opportunities for each city to benefit from the experiences of others and to discuss with carrier groups and representatives joint promotion problems and method by which cartagemen can best serve in the promotion of the air freight industry.

The entire program presented here is a logical and practical area in which the cartageman can supplement the activities of the carriers, for the benefit of all.

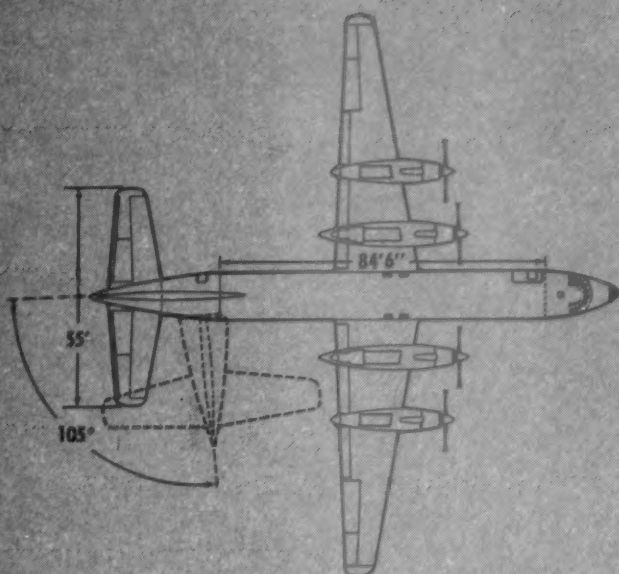
For the cartageman, it is a direct method of helping to increase his own business, since any additional air freight volume must produce additional revenue for him.

To the shipper, it provides additional sources of information, readily obtainable, which can only result in his greater knowledge of the capabilities of air freight and therefore more economical and greater use of the service.

Finally, and most important, for the carriers, the establishment of information services by the cartageman provides an immediate and efficient expansion of the carriers' own efforts, in no way competitive, and with the assurance that the information is being provided by experienced people who are already substantial members of the air freight industry.



Telephone calls coming into the New York Air Freight Information Bureau are answered by men fully versed on the subject of air freight. A reference file is kept close at hand.



Canadair CL-44D-4 Cargo Aircraft

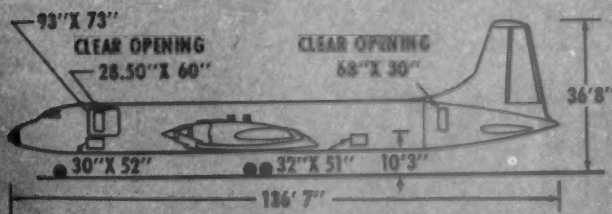
Engines
Type Rolls-Royce Tyne 12
Take-off power 4 x 5,730 ehp

Weights
Max. take-off weight 205,000 lbs.
Max. landing weight 165,000 lbs.
Max. zero fuel weight 155,000 lbs.
Operating weight empty, over
water 90,294 lbs.
Max. payload, over water 64,700 lbs.
Max. payload, domestic 65,000 lbs.

Dimensions and Capacities
Length 136 ft. 7 in.
Span 142 ft. 3 in.
Height 38 ft. 7 in.
Wing area 2,075 sq. ft.
Cabin length 98 ft. 7 in.
width at floor 11 ft. 0 in.
height 6 ft. 9 in.

Cargo Capacity
Cabin 6,380 cu. ft.
Belly compartments 1,011 cu. ft.
Total 7,391 cu. ft.
Standard fuel capacity 10,220 U.S. gal.
Max. fuel capacity (optional)
12,190 U.S. gal.

Performance
F.A.A. take-off field length,
max. T.O. weight 7,660 ft.
F.A.A. landing field length,
max. landing weight 6,775 ft.
Cruise speed at
20,000 feet 340 knots (392 mph)
Range with 64,700 lbs. payload,
two hour fuel 2,470 naut. miles
reserves (2,844 st. miles)
Range with max. fuel, two-hour
fuel reserves 3,900 naut. miles
(4,490 st. miles)
Payload for above range 47,400 lbs.



From Canadair A Freighter Plane

CARGO AIRPLANES, 80 million dollars worth of swing-tailed, turboprop, CL-44Ds, have been ordered from Canadair Limited, Montreal, by the two largest U.S. all-cargo airlines, The Flying Tiger Line and Seaboard & Western Airlines.

The planes, all slated to go into service in early 1961, will begin coming off Canadair's production line in November 1960. Canadair is a subsidiary of General Dynamics Corp. (which also owns Convair).

Statistics on the new air freighter show it to be a medium to long-range aircraft capable of hauling 65,000 pounds of freight at 400 miles per hour for distances up to 2800 miles. Alternatively, the CL-44D can haul 47,400 pounds 4500 miles—at the same speed and with the same fuel reserves.

More important to shippers than ranges and fuel reserves is the report that this new freighter will permit air freight rates to drop to around 10¢ per ton mile—as compared to the present, approximately 20¢ per ton mile.

According to Robert W. Prescott, president of the Flying Tigers, the CL-44D has married cheaper power to the proper air frame. He said that the plane could be operated at close to 3¢ per ton mile. The Tigers have ordered 10 of the new planes, worth \$55 million including spares.

Raymond Norden, president of S&W, pointed out that the swing tail and rear straight-in loading permits loading and unloading 32½ tons of cargo in about 20 minutes (Norden's estimate was 19 minutes). Furthermore, the 6380-cubic foot-cabin will accommodate a single unit weighing up to 65,000 pounds and measuring approximately 85 feet long by 11 feet wide and 6½ feet high.

S&W has ordered five CL-44Ds, worth about \$25 million including spares. S&W and the Tigers each have an option for five more planes.

The Tigers plan to use their new planes for both domestic cargo routes and international and military charter work.

According to Prescott, "The CL-44D has excellent take off and landing capabilities, and can operate into any airport to which the Flying Tigers now flies or to which they contemplate flying in the future."

Norden said that S&W's new turboprop fleet will be



On the production line, the first of Canadair's CL-44 turboprop transports nears completion.

placed in service in the spring of 1961 on Seaboard's regular mail and cargo routes between the U.S. and Western Europe.

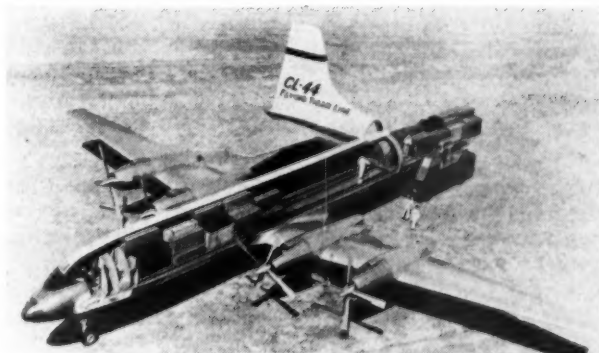
While a great deal is known about the operating characteristics of the new plane (it is a descendent of the Britannia), much remains to be learned about the terminal operations of carriers with the CL-44D.

Revolutionary changes in loading techniques, terminal facilities and ground equipment were foreseen by officials of The Flying Tiger Line with the introduction of the new Canadair freighter.

Frank Lynott, Vice President, Operations, of The Flying Tiger Line, issued the following statement to AIR CARGO.

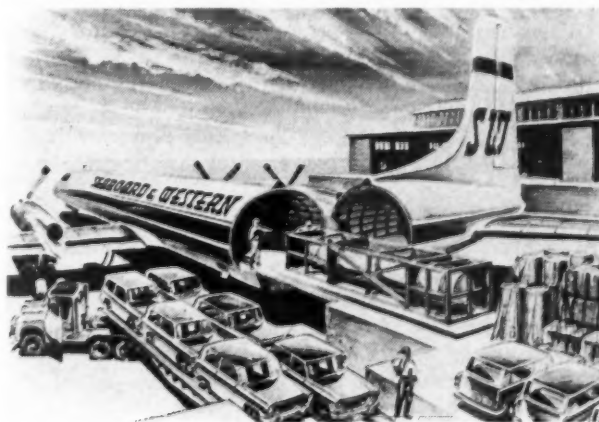
"The Flying Tiger Line is building a mockup of the CL-44 at the Burbank freight station. Between now and delivery of the aircraft we will experiment with all types of docks, extensions or fingers, as well as pallets and systems so as to have direct loading mechanized at as many stations as possible by the time the aircraft is put into service. Design and construction of several facilities has been held up pending determination of the optimum system. Whatever is decided upon will be installed immediately at every terminal possible. All new facilities will be designed from the ground up for complete mechanization. The system within the terminals is finalized, it merely remains to bridge the gap and that is proceeding at full speed."

However the loading is handled, the Prescott statement: "The introduction of this freighter will not only greatly expand the potential of the air freight industry which, for the first time, will be on solid competitive ground with surface carriers, but will also revolutionize the entire pattern of manufacturing, merchandising, and distribution within the next decade," seems valid.



In Flying Tiger markings, cutaway model shows how loads can be stacked inside the plane with the help of a side lift truck.

Below, an artist's concept of a Seaboard & Western CL-44 receiving cargo from a specially constructed finger pier.



Quesada Seeks Better Freighter

FAA head cites preoccupation with other matters by industry and military as principal deterrent to cargo plane development

BIG GUNS are being leveled in Washington in an all-out effort to gain greater peacetime air freight lift. When successful, there will be immediate benefit to all members of the shipping community through lower rates and better service.

Feeling at the Federal Aviation Agency is that lack of dynamic leadership and incentive are to blame for the lag in developing the equipment so badly needed.

According to FAA, the military have been preoccupied with the procurement of essential combat weapons system.

In civilian circles, FAA found the development and acquisition of new passenger airliners has resulted in a similar lack of interest.

Members of Congress have frequently expressed concern over the situation. Early this spring Senators A. S. Mike Monroney (D-Okla.) and Stuart Symington (D-Mo.) again raised the alarm in an effort to attract national attention. In a letter to the Secretary of Defense, they urged that the Department recognize that the essential function of the Military Air Transport Service is to provide the strategic airlift required in a military emergency, and that it could not do so if a major part of its fleet continued to be committed to routine logistic operations over fixed routes.

The senators suggested a two pronged solution—development of a modern cargo airplane and the transfer of routine logistics to the commercial carriers.

Their letter drew a reply from Assistant Secretary of Defense Perkins McGuire, who wholeheartedly endorsed "the development of an appropriate U.S. civil air cargo lift capacity and its use of the military in peacetime for routine logistic support."

McGuire further revealed that Defense had already met with Federal Aviation Agency Administrator Elwood R. Quesada "for discussion concerning the development of a cargo aircraft such as you propose. You may be assured," he added, "that we will cooperate fully with that agency in carrying out this essential program."

Later the Assistant Secretary echoed

his stand in testimony before the House Subcommittee on Military Operations and the Committee on Government Operations. Said McGuire: "The Department of Defense has an interest in the development of modern cargo aircraft whose availability would provide more means of meeting some of our requirements for logistic airlift through use of the civil fleet at reduced cost." However, he took pains to point out that "as is true in all aspects of the partnership between MATS and the civil air carrier industry, a mutually advantageous program of development requires whole-hearted, positive action by the industry. The responsibility for the development of civil air cargo capability cannot rest on Defense alone."

FAA's Position

FAA Administrator Quesada, with whom McGuire had corresponded, also appeared before the committee. In outlining FAA's position, Quesada said the Agency had adopted the premise that it would be in the national interest of the United States to have an efficient and effective air cargo fleet as an extension of national policy.

Quesada went on to say that it is FAA's conviction "that an effective cargo fleet responsive also to pure military requirements can be generated outside the military budgets, thus avoiding the direct competition with weapons systems, which condition guarantees an inadequate cargo support fleet."

"It follows that routine cargo support could be provided from outside the military in both peace and war. This," he said, "presumes the military would have guarantees that the national cargo potential, when achieved, would be instantly and wholly responsive to the military needs, on a timely basis."

Quesada had high praise for the development of the swing-tail Canadair CL-44D turboprop developed in Canada and now on order by Seaboard & Western and The Flying Tiger Line. "There appear," he said, "to be several very important implications in this program. The creation and manufacture

of this extremely efficient and capable aircraft by Canada emphasizes the progressive attitude of the Canadian aircraft industry throughout the world. The potential air cargo market will, we believe, explode immediately after the introduction of this aircraft."

The Civil Aeronautics Board designated Vice-Chairman Chan Gurney to appear before the committee. Gurney assured the committee of the Board's support. He noted the Board was "prepared to facilitate greater use of the civil air carriers for peacetime carriage of government traffic. Should that entail the assumption by the civil carriers and their employees of greater wartime obligations, we are sure that they would be prepared to assume them under fair conditions."

To this end, the vice chairman urged that military procurement practices for air transportation be significantly revised. He explained, "The Board believes a solution to the problem of destructive competitive bidding must be found."

The Air Transport Association seemed happy with developments. ATA president Stuart G. Tipton said his organization fully supported "the Defense Department's using its large pool of traffic as a means of encouraging the airlines to invest their own capital in the acquisition of additional or different aircraft which would broaden the capabilities of the certificated air transport system, both for peacetime commerce and for national defense."

Tipton singled out Monroney, Symington and Quesada "for their major contributions and leadership in the development of this national policy." At the same time, he expressed the hope that "through the cooperative effort of the Congress, FAA, Departments of Defense and Commerce, and the CAB the environment can be provided to permit the airlines to fulfill their proper role in the nation's defense effort."

Action was not limited to the Committee room. On the floor of the House, Rep. Charles O. Porter (Ore.) called for "an air merchant marine capable of meeting the country's needs in event of war, limited war, or other emergency." The congressman felt that "MATS should remain a genuine nucleus for the purpose of mobilizing a civil air fleet and should not compete with the civil air fleet."

A survey made by Porter revealed "that the U.S. civil air transport industry had enough unused capacity to carry all the passengers and cargo now carried on MATS." But, "since the Executive branch is admittedly not doing anything to increase the use of civil airlift, the Congress will have to

Northeastern Service Due for Marked Change

Service to the Northeastern part of the United States stands to be significantly revised thanks to Civil Aeronautics Board's tentative vote of new route awards to Allegheny Airlines and Mohawk Airlines in the Northeastern States Area Investigation. Awards included a new Washington-Boston route for Allegheny and entry into Cleveland for Mohawk. Simultaneously, the Board moved to suspend or terminate several trunkline carriers at certain points.

According to the Board's press release decision, Allegheny would be: (1) allowed to operate over a Washington-Boston route via Baltimore, Wilmington, Philadelphia/Camden, Trenton, New York/Newark, Islip, N.Y., Bridgeport, New Haven, New London, Hartford/Springfield and Providence; (2) adding a new segment between Harrisburg and the coterminals Baltimore and Washington; and (3) adding Reading, Pa., as an intermediate between Lancaster and Wilmington.

Mohawk was voted: (1) a new route segment by extension of the carrier's present route from the coterminals Syracuse/Utica-Rome, N.Y., via the in-

termediates Meadville, Pa., and Jamestown, Olean, Elmira-Corning, Binghamton-Endicott-Johnson City and Ithaca, N.Y.; (2) a new Binghamton-Endicott-Johnson City to Boston route segment formed by an extension of its present Binghamton-Endicott-Johnson City to Poughkeepsie route presently operated by exemption order from Poughkeepsie to Boston adding Providence as an intermediate; (3) a new route segment between White Plains, N.Y. and Boston via Providence; (4) a new Rochester-Boston route segment via Syracuse, Utica-Rome and Albany and Providence which the airline does not now serve; (5) Ogdensburg, N.Y., as a coterminal with Watertown on MOH's New York/Newark-Watertown segment and added a new intermediate, Oneonta, N.Y., on the segment; (6) to add Glens Falls as an alternate terminal with Albany on the carrier's present Buffalo/Niagara Falls-Albany segment and also on the Boston-Albany route. The airline now operates over both segments.

Trunklines affected by the decision included Northeast Airlines, American Airlines, United Air Lines, and Capital Airlines.

Northeast will be allowed to serve Newport, Vt. on a permanent basis during the summer and the carrier's present year-round service to Laconia, N.H. will be made permanent. The carrier was also directed to resume service to Millinocket, Me.

American was suspended at Wilmington, Bridgeport and New Haven, Northeast at New London, and Capital terminated at Reading.

Terminations where services are authorized by trunklines but are not being provided include: (1) American—Binghamton, Elmira-Corning and Utica; (2) United—Bradford, Pa., and (3) Northeast—Belfast, Caribou and Saco-Biddeford, Me.; Northampton, Provincetown, Mass.; Claremont, and North Conway, N.H.; Waterbury, Bridgeport, Stamford-Norwalk and New Haven, Conn.; and St. Johnsbury, Vt.

Meanwhile, the Board deferred action on applications by Allegheny and Mohawk to serve the Pittsburgh-Syracuse market and the record in the case will be reopened to grant a comparative hearing with an Eastern Air Lines' application to provide such service.

CAP, NWA, EAL Win Routes In Twin Cities Case

Three domestic trunklines, Capital, Northwest, and Eastern airlines, gained route awards in Civil Aeronautics Board's Chicago-Milwaukee-Twin Cities case.

Northwest Airlines received authority to operate nonstop flights between Minneapolis/St. Paul and Milwaukee, on the one hand, and Atlanta, Tampa/St. Petersburg/Clearwater and Miami, on the other. The award ties in with the Chicago-Miami route which NWA tied down in the Great Lakes-Southeast Service Case.

Capital Airlines was extended beyond Chicago to Minneapolis/St. Paul and Milwaukee with authority to run shuttle service between Chicago, Milwaukee and the Twin Cities. A condition which allowed the airline to serve Minneapolis/St. Paul and Milwaukee only on flights originating or terminating at Detroit or a point to the south or east was eliminated.

Eastern Air Lines was extended from Chicago to Minneapolis/St. Paul via Milwaukee. A long haul restriction will prevent EAL from providing shuttle service in the Twin Cities/Milwaukee-Indianapolis/Cincinnati/Louisville Markets. On the Chicago-Miami route, Eastern will be allowed to serve Minneapolis/St. Paul and Milwaukee but only on flights which originate or terminate at Nashville or a point to the south and at least two intermediates must be served between Nashville and Milwaukee.



CAB Member Harmar D. Denny, left, and Dr. Hung Wo Ching president of Aloha Airlines, Hawaii, join to celebrate the opening of Aloha's jetprop F-27 service between the Islands of the 50th State.

Under another restriction, EAL flights which operate over route No. 6 and serve Milwaukee-Twin Cities must not only serve Cincinnati but must also either originate or terminate at Raleigh/Durham, Greensboro/High Point, or Charlotte, N.C., or a point further south.

The Board also removed a restriction in United Air Lines' certificate which prohibited the airline from serving Milwaukee on flights serving Chicago.

American Gets Nod In N.Y.-San Francisco Case

American Airlines has received a preliminary okay from the Civil Aeronautics Board to fly nonstop between New York and San Francisco. If the 3-2 Board press release decision stands, American would be the third nonstop carrier in the market, operating in competition with United Air Lines and Trans World Airlines. CAB Chairman James R. Durfee and Member Harman Denny dissented.

American already serves both points but has a mandatory stop in Chicago. Both UAL and TWA vigorously opposed the American application.

Guatemalan Carrier Granted Permit Renewal

Civil Aeronautics Board has granted Empresa Guatemalteca de Aviacion, S. A. (AVIATECA) a renewal of its foreign air carrier permit for three years. At the same time, an amendment was also approved which will permit the Guatemalan airline to: (1) carry cargo on the Guatemala City-New Orleans route; (2) add Belize, British Honduras as an intermediate point on the Guatemala City-New Orleans route for cargo and mail; and (3) carry mail between Guatemala City and Houston, Texas. AVIATECA was also given off-route charter authority.

Both the renewal and amendment were approved by President Eisenhower.

Firm Transatlantic Route Urged By Pan Am

Pan American World Airways is shooting for permanent certification of its transatlantic routes. The carrier told Civil Aeronautics Board that whatever the justification for temporary certification may have been in the post-war period when the temporary transatlantic certificates were issued or even in 1952 when they were renewed, the reasons no longer exist.

PAA described present limits on

duration as "an unnecessary handicap to the financing of jet transports . . . and the conduct of repeated certificate renewal proceedings imposes an unwarranted burden upon both the carrier and the Board." Pan Am further commented that certification for only temporary periods hampers commitments for facilities, employment of personnel and planning generally.

One route at issue is Pan Am's Route 132 authorizing operations between several U.S. points and various points in Europe and Asia. Some of the authorizations are permanent while others expire on July 4, 1959. Another route in question is Pan Am's Route 133 which authorizes flights between New York and Boston to points in Africa via points in southwestern Europe. The temporary authority for this route also expires July 4. Last time the Board renewed the transatlantic routes was in July 1957 in the San Juan-Madrid Service Case.

Pan Am wants coterminals listed together and not segmented. The carrier feels the utmost flexibility in authority is required due to the large capacity and speed of jet aircraft. PAA would like to combine coterminals on any particular flight and is seeking to add the U.S. coterminals of Baltimore, Washington and Cleveland.

On a temporary basis, the airline would like to include Dover Air Force Base, Del.; McChord AFB, Wash.; McGuire AFB, N.J.; Oakland Airport, Calif., plus any other military bases as are found to be required for the national defense.

Pacific Northwest Area Afforded New Air Service

The Civil Aeronautics Board decision in the Pacific Northwest Local Service Case has modified and expanded the systems of West Coast Airlines and Pacific Air Lines. The route awards will be effective July 27, and will afford shippers new and improved local service in an area bound by the Canadian border, the Pacific coast, and an arc through San Francisco, Reno, Salt Lake City, Boise and Spokane.

Under the decision, West Coast's Portland-Klamath Falls route was augmented and extended south to Sacramento and San Francisco-Oakland so as to permit local service between the carrier's Oregon points and the Bay area.

Specifically, WCA's Portland to Boise and San Francisco route was: (1) extended beyond Klamath Falls, Ore. to the terminal Boise via the intermediates Lakeview and Burns, Ore. for three years; (2) extended beyond Klamath Falls to the terminals San Francisco/Oakland via the intermedi-

ate Sacramento, for five years, and (3) augmented by the addition of Salem, Ore. for five years, Newport/Toledo, Ore. for three years and Bend/Redmond, Ore., permanent.

West Coast also received liberalized operating authority from Portland to Seattle via Astoria, Ore., Aberdeen-Hoquiam and Olympia, Wash.

The Seattle/Portland-Spokane/Coeur d'Alene route was realigned into a new segment between Seattle, Wash./Portland, Ore. and Spokane, Wash./Coeur d'Alene, Idaho via the intermediate Yakima, Wenatchee, Omak, Ephrata, Moses Lake, Pasco/Kennewick/Richland and Walla Walla, Wash., Lewiston, Idaho/Clarkston, Wash. and Pullman, Wash./Moscow, Idaho. Omak was the only new point added.

In connection with the WCA extension to San Francisco, the Board deleted the authority of United Air Lines to serve Bend-Redmond and Klamath Falls. Northwest Airlines' authority at Wenatchee was also deleted.

Pacific Air Lines' route north of San Francisco was realigned and extended north from Crescent City, Calif., to Portland so as to provide local air services between northern California points on the airline's system and Portland. The extension was for five years.

To accomplish this, a new segment was extended from the coterminals San Francisco/Oakland via the intermediates Sacramento, Santa Rosa, Marysville/Yuba City, Ukiah, Chico, Red Bluff, Redding, Eureka/Arcata and Crescent City, Calif. and beyond Crescent City (1) to the terminal Portland, Ore. for five years and (2) to the terminal Medford, Ore.

The Board said that further proceedings are warranted on Pacific's proposal for extension of its San Francisco-Oakland, San Jose, Stockton, Sacramento segment to Reno.

Increase Board Members, Chairman Urges

Civil Aeronautics Board Chairman James R. Durfee has come out in favor of a seven member Board. In a panel discussion before the House Legislative Oversight Subcommittee, Durfee remarked that the five Board members face "an almost impossible work load" due to the necessity for deciding virtually every substantive matter personally.

Durfee also cited the difficult time the Board has in operating with even a bare quorum of three, when members are delegated to international negotiations, conferences with other agencies or are absent due to illness.

The possibility of expanding the Board has been mentioned before to

ars, and (3) the first time the chairman has advocated this view. Durfee made it clear he was speaking for himself and was not presenting an official Board view. Airline panel representatives generally agreed with the increase in size of the Board.

The Chairman further held that individual Board members should assume responsibility for and sign opinions. He said he has submitted a specific recommendation for CAB action on this proposal and the Board would report the action taken.

In addition, Durfee favored the title "commission," with members to be known as commissioner, similar to the titles of the other independent regulatory agencies.

WCA and the Board Warn Congress On Subsidy Slash

Civil Aeronautics Board is hoping Congress will restore some \$7,712,500 slashed from fiscal 1959 and 1960 budget requests for airline subsidy payments. The Senate Independent Offices Appropriations Subcommittee has displayed concern over the mounting cost of these subsidies.

The Board warned the lawmakers that if the funds were not provided, the Agency will not be able to meet obligations already made with the carriers. Chairman James R. Durfee said disapproval of this request will result in a later supplemental request.

One Senator, Spessard Holland (D-Fla.) said he sensed "trouble" in trying to get Congress to approve the increased amounts, particularly as the Board has indicated they will continue to grow for several more years.

After the Senate Appropriations Committee reports the bill, the next step is up to the whole Senate which will probably amend the bill and pass it on to the House.

Chances are, before the subsidy bill finds its way out of the legislative mill, some of the funds will be restored.

Meanwhile, Sen. A. S. Mike Monroney (D-Okla.) felt the Board should hold conferences with the Post Office Department in an effort to persuade that body to send more non-priority first-class mail by the local airlines. Board forecasts reveal that local carriers, which account for 98% of the subsidy need, will carry only 406,000 ton-miles of the expedited mail in 1960. This is compared with an estimated volume of 18.6 million ton-miles of that mail for the same year.

Monroney wants the local carriers' share of this mail to be multiplied by 10, so that the empty space already paid for by subsidy could be put to use.

The professors in Poland could hardly believe it!

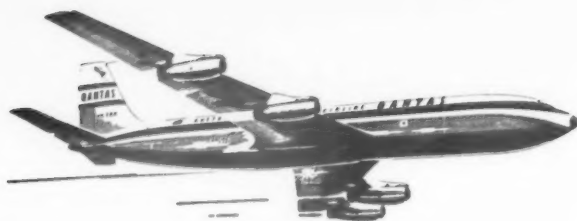


It seemed incredible! Only two days before, they had wired their order for a special lamp transformer to Coleman Instruments, Inc., in Maywood, Illinois, halfway around the world from their Medical School in Poland. Now, less than 48 hours later, their Coleman Electronic Photofluorometer was already reassembled and operating perfectly. How was it possible?

The answer is simple. Coleman Instruments, Inc., specified their shipment by air cargo on Air France. They knew from experience that even the most delicate electronic instruments arrive safely at their destination almost anywhere in the world when they fly on the world's largest airline. Why don't you specify Air France for your next shipment? Air France speeds cargo to more cities in more countries than any other airline.

AIR FRANCE

WORLD'S LARGEST AIRLINE



QANTAS 707 JETS START JULY 29

ACROSS THE PACIFIC

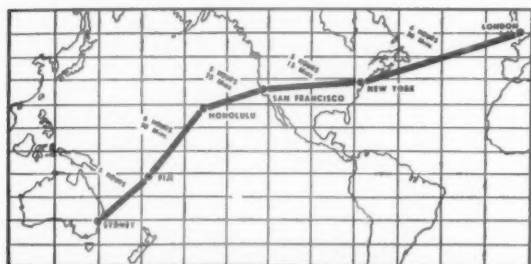
SAN FRANCISCO to SYDNEY via HONOLULU and FIJI • JULY 31

SAN FRANCISCO-HONOLULU . . . 5 hrs. 25 mins. (Save 4 hrs. 05 mins.)

HONOLULU-FIJI 6 hrs. 50 mins. (Save 5 hrs. 40 mins.)

FIJI-SYDNEY 5 hrs. 00 mins. (Save 3 hrs. 00 mins.)

These are the sort of flying times that will revolutionize international air travel when Qantas starts its Boeing 707 Jet services on Wednesday, July 29. Firm bookings are now being accepted and the earliest possible application is advised. For full Qantas timetables, see your freight forwarder or Qantas. **Starting Sept. 7th . . . 707 Jet Service from San Francisco to London, direct across the U.S.A. Connecting flights around the world!**



QANTAS

AUSTRALIA'S ROUND-THE-WORLD LUXURY LINE

Qantas Empire Airways Limited In Association with B.O.A.C., TEAL & S.A.A.

CAB BRIEFS

CAB has allowed Trans-Texas Airways to serve Midland-Odessa from San Antonio and San Angelo, Texas. The service, slated to go into effect August 1, will be an extension of the airline's current Segment 1 which originates in Houston and serves Victoria, San Antonio and San Angelo.

Continental Air Lines has been cleared by CAB to serve Chicago through O'Hare International Airport as an alternate to Midway Airport. However, the Board said the use of both airports on the same flight would not be permitted.

Frontier Airlines has received exemption authority to provide service between Riverton-Lander, Wyo., Jackson, Wyo. and Idaho Falls, Ida. until the Board's decision in the Montana Local Service Case becomes effective.

CAB CALENDAR

JULY

- July 7—Southern Transcontinental Service Case, hearing, Washington, D.C. (Docket 7984 et al).
- July 7—Transcontinental, S.A. Old Route Charter Service, hearing, Washington, D.C. (Docket 9925).
- July 8—TACA International Renew Foreign Air Carrier Permit, Oral Argument, Washington, D.C. (Docket 8711).
- July 16—North Central Airlines Hancock/Houghton-Port Arthur/Pasadena, Wm., hearing, Washington, D.C. (Docket 7141).
- July 21—Southern Airways Renew Temporary Points, hearing, tentative (Docket 10079).
- July 21—City of Williston Regina-Williston/Minot Service, hearing, tentative (Docket 7697 et al).
- July 28—West Coast Airlines Spokane-Calgary Case, hearing, tentative (Docket 7393 et al).

SEPTEMBER

- Sept. 14—Board Investigation Domestic Cargo-Mail Services Case, hearing, tentative (Docket 10067).

OCTOBER

- Oct. 19—Trans-Pacific Route Case, hearing, tentative (Docket 7723).

NOVEMBER

- Nov. 2—Pan American World Airways Reopened Mail Rate Case, hearing, tentative (Docket 1706-A).

Carrier Round-Up

Scandinavian Airlines System has increased flights between Europe and Chartoum, Sudan to three weekly. The carrier will use Caravelle jet equipment on one of them.

Iberia Air Lines has extended Madrid-Havana service to Mexico City. Super Constellation flights are flown weekly in each direction, departing from Madrid, Thursdays; from Mexico City, Saturdays.

Ethiopian Airlines has increased service between Frankfurt, Germany and Addis Ababa, Ethiopia to four flights weekly in each direction.

Western Air Lines has taken delivery of its first Lockheed Electra and will start nonstop turboprop service on August 1 between Los Angeles and Seattle.

Frontier Airlines has applied to CAB for a guaranteed loan of \$2,250,000 for the purchase of five Convair 340s from United Air Lines.

LAV, the Venezuelan Airline, has stepped up service on the Caracas to Europe route from one to two round-

trips per week. Super Constellations leave Caracas for Rome on Sundays and Thursdays, flying via Bermuda, Santa Maria, Lisbon and Madrid. Westbound, flights leave Rome on Tuesdays and Saturdays.

American Airlines reports that new freight records have been established for May. AA claims that scheduled air freight climbed to an all time May record for a domestic airline of 8,250,000 ton miles, a gain of 11.5% over the same month last year. Surface mail by air reached a high of 220,000 ton miles, up 14.6%. The airline also carried 1,630,000 ton miles of airmail and 800,000 express ton miles, increases of 3.4% and 7.7%, respectively over May of last year.

Allegheny Airlines has resumed service at Martinsburg Airport serving Altoona, Pa. Service had been temporarily suspended pending completion of a runway lengthening program.

Alaska Airlines, last year, recorded passenger, freight and express revenues of \$3,700,051, compared with \$3,286,711 in 1957.

Hawaiian Airlines has purchased four more Convair 340s. Acquisition brings HAL's fleet of 340s to eight.

UAT French Airlines and Libiavia, the Libyan Aviation Company, have reached an agreement under which UAT DC-6B aircraft will be flown over the Libiavia Tripoli - Athens - Ankara route.

Railway Express Agency is now operating as an international air cargo sales agent for Riddle Airlines.

Trans Caribbean Airways is operating two all-cargo flights weekly in both directions between New York and San Juan with DC-4 equipment. The carrier says the service will be stepped up to five flights weekly both ways as further demand requires.

Trans Caribbean promised continued development of cargo service "in order to handle the new air cargo business that is developed in conjunction with the new plants and business locating in Puerto Rico."

Argentina has cleared the way for Pan American World Airways to begin

Cargo loves Panagra ...it's the simpatica airline

- *Simpatica* Panagra handles cargo with tender care, and has more flights than any other airline to South America's West Coast and B.A.—15 weekly.
- No change of plane from New York to 11 major South American cities—over the routes of National, Pan American and Panagra.
- Reserve space on any flight. Custom clearance through either New York or Miami.
- Cargo space on Panagra's twice daily passenger flights from New York. All-cargo flight weekly from Miami.
- Free advice, without obligation. Free list of approved Cargo Sales Agents in your area. Just send your name and address to Mr. Don A. Huff, Mgr. Cargo Sales, Dept. A-1, Pan American-Grace Airways, Chrysler Bldg., New York 17, N. Y.

PANAGRA

WORLD'S FRIENDLIEST AIRLINE



jet service between New York and Buenos Aires via the intermediates Asuncion, Paraguay, and Caracas, Venezuela. Pan Am will use 707-121s on the route.

East African Airways carried 1,220,566 cargo ton miles during 1958, an increase of 30.1% over 1957. Mail ton miles increased 70.5% in the same period to 382,143.

Qantas Airways, on August 22, plans to begin 707 jet service between Vancouver and London and Australia. The jets will operate once-weekly in each direction from Vancouver to London via San Francisco and New York. Fly-

ing time is scheduled at 20½ hours, including stopovers. The Vancouver to Sydney via San Francisco and Hawaii route will take about 21½ hours of which 19 hours, 20 minutes will be flight time.

Eastern shippers can now take advantage of Northwest Orient Airlines' new "Polar Imperial" service linking the East Coast and Tokyo. The flights have been described by NWA as "the fastest in the history of commercial aviation between New York and Tokyo, nine hours faster than any competitive service."

Under initial schedules, NWA "Polar

Imperial" DC-7C flights leaving New York will make one enroute stop at Anchorage and will follow the "Great Circle" route across northwestern Canada and the North Pacific beyond Anchorage. The flight leaves New York at 6:30 p.m. each Friday, arriving Anchorage at 1:32 a.m. Saturday and Tokyo at 10 a.m. Sunday after crossing the International dateline. The flying time to Anchorage is 13 hours, 2 minutes. Flying time to Tokyo is 22 hours, 2 minutes.

On the return trip, the flight leaves Tokyo at 7 p.m. each Saturday arriving Anchorage at 11:55 a.m. Saturday after crossing the International dateline, and New York at 6:40 a.m. Sunday. Tokyo-New York flying time is 23 hours, 15 minutes.

British Overseas Airways Corporation has opened a new downtown Manhattan office. The ground-floor office is located at 71 Broadway.

United Air Lines has boosted its order for Boeing 720 intermediate-range jet transports from 11 to 18. The additional seven jets will cost the carrier \$35 million including spares.

The order brings to \$310 million the overall amount UAL has committed for jet aircraft. This includes 40 Douglas DC-8s, first of which has already been received.

United's president W. A. Patterson said the 720s will serve any city on his airline's 14,000-mile system which will accommodate DC-7s. The 720 will go into UAL service in mid-1960 and all 18 of the jets will be delivered by early 1961.

Meanwhile, on September 18, the airline will start transcontinental DC-8 jet service with single daily flights between Los Angeles and San Francisco and New York. UAL, which expects delivery of 14 DC-8s by January, will gradually increase flight frequency. Coastal flights, Los Angeles-San Francisco-Seattle, may be started in the fall using "dead end" time of transcontinental runs. Separate West Coast service over existing UAL routes will begin early next year with full schedules slated for August 1960.

Continental Air Lines has started nonstop Chicago-Los Angeles Boeing 707 jet flights. By August 8, the carrier plans service from Chicago and Los Angeles to both Denver and Kansas City, and by the end of the summer CAL intends to operate six 707 flights each day between Chicago and Los Angeles.

Braniff Airways inaugurated Electra service between San Antonio, Houston, and Dallas and New York and Chicago on June 15.



SAS AIR CARGO

**SAS SERVES MORE CITIES
IN EUROPE**

than any other transatlantic airline

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PEOPLE

Milton Patterson, who has been with Pan American World Airways since 1940, has been named to the newly created position of cargo sales superintendent of the carrier's Pacific-Alaska Division. Promotion is in line with the company's increased emphasis on the development of cargo business.

Patterson will make his headquarters in San Francisco but will spend considerable time at points served by Pan Am in the Pacific and the Orient.

Keith Halliday has been appointed to the newly-created position of director of mail services for Seaboard & Western Airlines. He formerly held the post of director of mail and express with Trans World Airlines.

Eugene McDermott has been named Chairman of the Preservation and Packaging Committee of the Aerospace Industries Association. He has been a committee member for the past three years.

Function of the committee is to review government packaging specifications before they are released to industry. A total of 154 companies are represented on the committee.

McDermott is the supervisor of packaging and packing in the General Electric Company's Heavy Electronics Department.

Warren E. Kraemer has been elected first vice president and deputy to the president of Scandinavian Airlines System. Kraemer, who joined the airline in 1952, will continue as vice president-traffic and sales, a position which he has held since 1954.

In other changes, four new vice presidents were elected. The four, all former members of the airline's executive staff, are **William Taylor**, vice president-assistant to the president, **George Hedman**, vice president-public relations, **Bartlett M. Shaw**, vice president-personnel; and **Thomas M. Reilly**, vice president-research and budget.

John F. Mano has been appointed U.S. general sales manager for REAL Airlines of Brazil. Mano was most recently assistant to the president of Varig Airline in Brazil. Mano has announced the appointment of **Carlos L. Healy** as U.S. interline manager with headquarters in Miami.

Gene Brackett is heading up Airborne Freight Corporation's new office in Atlanta. According to John D. McPherson, president of Airborne, the new office was planned "to offer Atlanta shippers the finest facilities of a major Airborne station. At the same time, our plans called for improved service for consignor's everywhere shipping to Atlanta."

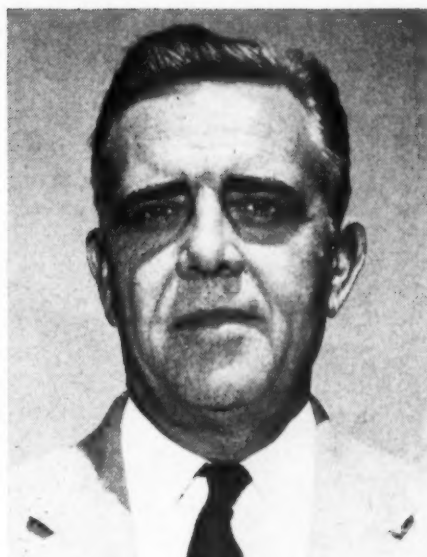
Lester (Les) Marion Barnes, Jr., a Dallas customs broker, has joined Air Express International as Southwest general import manager. For many years a licensed customs broker in Dallas, Barnes was associated with Railway Express Agency prior to his joining AEI.

C. J. Kraus has been appointed West Allis Works traffic manager by Allis-Chalmers Manufacturing Company. Kraus had been assistant general traffic manager since 1942.

Donald L. Frazer, veteran of 6 years in Yale materials handling equipment export sales in South America, has been named Yale factory representative for all Latin America. Frazer's new responsibilities will include working with Yale representatives throughout Latin America in the development and conduct of their sales and service programs.

Carl S. Roethgen has been named New York regional cargo sales manager by Irish Air Lines. Prior to joining Irish Air Lines, he was assistant manager, cargo sales for Eastern Air Lines.

Peter Radulovic of Pan American-Grace Airways has been transferred from Mexico city to the airline's U.S. sales staff and will concentrate his activities in Los Angeles and the west coast. Other changes announced by Panagra include: **George Kecskemethy** promoted to district sales manager filling the vacancy created by the transfer of **Roger V. Rowe** to New York as assistant to the president; **Juan Carbone** named district sales manager in Panama City; **Alexander Moon** named special sales representative in Bogota, Colombia; and **Hugo Schoffer** appointed special sales representative in Rio de Janeiro, Brazil.



MILTON PATTERSON

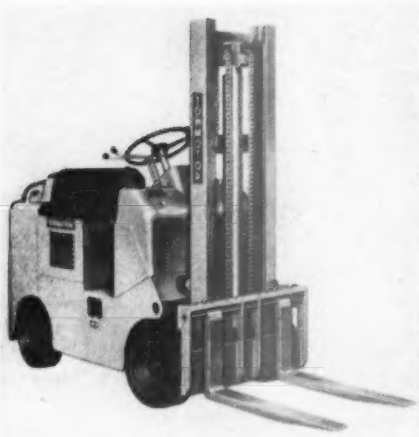


KEITH HALLIDAY



EUGENE McDERMOTT

New Products and Processes



"Stream-Liner" Series Added By Towmotor

The Towmotor Corporation has unveiled its "Stream-Liner" series of fork lift trucks.

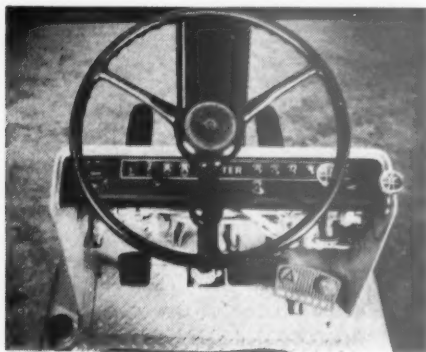
The truck series is made up of eight gasoline, LP-Gas and diesel-powered models with lifting capacities ranging from 2000 to 5000 pounds. Solid, cushion or pneumatic tires, plus a wide range of standard lift heights are available to meet the specific needs of various industries and handling applications.

For stacking in box-cars and low-ceiling areas, "Stream-Liner" units offer a specially designed mast assembly that provides high free lift before increasing the over-all lowered height of the lift truck.

Additional information on the new series, including complete product specifications, may be obtained by writing Towmotor Corporation, Cleveland 10, Ohio.

Lift Truck Control Simplified By Monotrol

A control system called Monotrol, which takes the pressure off the lift truck operator, has been introduced by Hyster Company.



In the Monotrol system, throttle and forward-reverse direction control are combined in one right-foot pedal to free the lift truck operator's hands for full-time steering and load handling control. Dashboard push-buttons for "park" and "drive" govern an automatic parking brake and engagement of the automatic transmission.

Other features of the Monotrol system include a safety starting switch, which permits engine starting only if the "park" button is down, and a left-foot inching-brake pedal. This allows the operator to control truck movement, yet keep his right foot on the throttle to maintain engine speed for fast lifting.

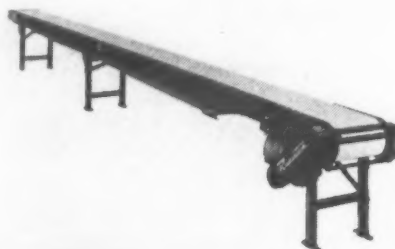
Hyster claims driver movements are natural and effortless. The system is available on Hyster's new line of SpaceSaver 30, 40 and 50 lift trucks (cushion tire, 3,000-5,000 pounds capacity) equipped with Power-Shift Hystramatic transmission.

Additional information may be obtained from any Hyster industrial truck dealer or by writing Hyster Company, 1003 Myers St., Danville, Ill.

Belt Conveyor

A simplified horizontal belt-on-roller conveyor has been introduced by the Rapids-Standard Company.

The Rapistan Belt-on-Roller is available



in two series and is designed to handle bags, boxes, cans, cartons, drums and other items of various sizes, shapes and weights. Series 904 is for light to medium duty and Series 905 for medium to heavy duty applications.

The 904 series is offered in three power drives— $\frac{1}{2}$, $\frac{3}{4}$ and one horsepower capacities. Belt widths are 8 inches, 10", 14", 16", 20" and 24". The 905 series power drives range up to five hp and belt widths from 12" through 48", in 6 inch increments.

Both series can be provided with a variety of rollers. In addition, they can be readily adapted for use with

gravity conveyor or other types of power equipment.

For further information about Rapistan Belt-on-Roller units, write the Rapids-Standard Co., Inc., 342 Rapistan Building, Grand Rapids 2, Mich.

Chart Holder On Trailer Speeds Stock Selection

A stock trailer with chart holder has been designed to coordinate and speed up stock selection and movement in warehousing. Built by the Palmer-Shile Company, the trailers are of all-



construction, engineered and manufactured to customer size and load specifications.

A metal stock chart holder is mounted on the handle bar of the trailer for record keeping convenience and efficiency in stock selection. Units are designed for use in trains, with overhead towline, or operated individually by hand.

Each unit is equipped with a wishbone coupler and an eye in the back, two swivel and two stationary rubber-tired wheels, link chains and hook for towline operation.

Additional information is available from Palmer-Shile Company, 1500 Fullerton, Dept. E., Detroit 27, Mich.

Truck Weight Indicators Save Wear And Tear

The Martin-Decker Corp. is offering a bulletin which describes the company's line of lift truck weight

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

ators. Available in twelve models, indicators range from 4,000 to 10,000 pound capacities. Accuracies of 1% or better are normal on medium heavy duty lift trucks (8,000 lbs. and up); 2% or better on light duty trucks (4,000 to 6,000 lbs.).

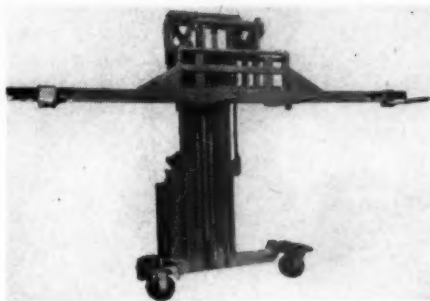
The indicator has a manual tare adjustment to zero out the weight of forks, pallets, grabs, tote boxes, giving net weight of the load lifted. A controllable pulsation damper eliminates pointer oscillation, and protects the indicator from shock loads.

The company claims the instrument reduces accidents from overloading, assures even floor weight distribution, checks weights of incoming and outgoing shipments, saves inventory man hours, saves truck wear, tear and maintenance.

The bulletin is available from the Martin-Decker Corporation, 3431 Cherry Avenue, Long Beach 7, California.

Carriage Extension Fits Narrow Aisle Trucks

A fork truck carriage extension for use with narrow aisle trucks has been designed by engineers of The Raymond Corporation. The new carriage accessory is designed for use with the company's "Four Directional" truck in order to permit long flexible loads



to be handled faster and with greater safety.

With the carriage attachment, most of the weight is carried by the main forks with the outer extension forks holding up the ends of the load to prevent dragging or swaying. The stabilizing extension forks are adjustable to a maximum width of 15 feet. The load stabilizer hooks on to the standard fork carriage and can be removed when ordinary size pallet loads are tiered.

The manufacturer notes that, in operation, the truck with its load across the fork moves down a wide main aisle and, when it reaches the narrow storage area, moves sideways with the load into an aisle that can be as narrow as 7 feet.

Write to The Raymond Corporation 13-175 Madison Street, Greene, N. Y. for further information about the carriage stabilizing device.

Disposable Clothing To Reduce In-plant Cost

The General Scientific Equipment Company has introduced a line of disposable clothing for industrial, laboratory, institutional, and commercial use. The clothing is designed to reduce "in plant" handling and high laundry costs.

Fire resistant and water repellent, the disposable clothing can be worn by both men and women, over street clothes or as an outer garment. They are sanitary because each worker receives a new garment each wearing time. Shirts, pants, laboratory coats, hats, boots, aprons are available.

For complete information contact The General Scientific Equipment Company, 7516 Limekiln Pike, Philadelphia 50, Pennsylvania.

Interchangeable Panels Build Varied Containers

Utilizing a unique mathematical development and computer techniques, North American Aviation's Rocketdyne Division, Canoga Park, Calif., has developed a base of 325 different shipping box panel sizes from which 7,500

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

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different shipping container sizes can be produced.

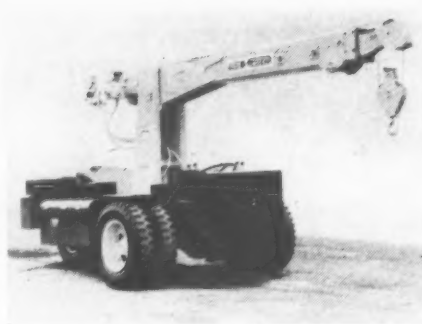
The concept, resulting from a study to cut inter-plant container costs and container fabrication time, has been applied on the basis of 48 different modular panel sizes which can be used as ends and sides to produce 259 different container sizes which handle 75-90% of in-plant packaging needs. Assembled by special spring clamps, panels may be used repeatedly.

Cost estimates indicate that approximately \$17,000 of panels and packaging materials will cover in-plant and inter-plant needs for the three plants with a small depletion allowance, against the former annual one-time expenditure of over \$16,000 for material in only one phase of one plant's manufacturing operations.

Three-Wheeled Crane Handles Five Ton Jobs

A three-wheeled self-propelled crane that can handle any crane job in the three- to five-ton range has been introduced by the Baldwin-Lima-Hamilton Corp.

Designated the Model-110, the new materials handling and construction crane is a three-wheel design with dual front driving wheels and a single rear



power booster steerable wheel of the trunnion type.

The simplest version of the Model-110 has a hydraulic cable hoist and requires manual boom topping. The boom will lift just over 5000 pounds at seven feet ahead of the bumper and 10,000 pounds at a distance of two feet ahead of the bumper. Three other basic options are available.

The manufacturer says the great stability of the Model-110 is demonstrated in its ability on side lifts.

Road speed, depending on type of surface and whether or not a load is suspended from the hook, varies from two to 15 miles per hour.

Specifications and prices are obtainable from Robert H. Diller, Advertising and Sales Promotion Manager, Austin-Western Works, Baldwin-Lima-Hamilton Corp., Box 205, Aurora, Illinois.

Corrugated Cotton-Pak Saves Polished Surfaces

The Chippewa Paper Products Company has perfected a new corrugated material called "Cotton-Pak" to aid shippers. The material is designed to wrap and protect highly polished furniture or plastics, china, glassware and polished metals.

The company claims after several tests conducted by the Chicago Testing Laboratories results indicated that "the corrugated samples tested are equivalent to other wadding in scratch effects on furniture surfaces and appear somewhat superior in durability. There was no evidence that a corrugated cotton surface like those of the samples will leave a wear pattern on glossy furniture finishes."

"Cotton-Pak" is available with flute corrugation and comes in standard 36 inch rolls or slit rolls trimming 72 inches in various size sheets and special die-cut shapes. It is also supplied in sleeves and in tubes.

Chippewa engineers will, without obligation, make recommendations to meet a company's special requirements.

For details and free sample write Chippewa Paper Products Co., Inc., 2425 S. Rockwell St., Chicago 8, Ill.



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Nylon Solid Tire

The Notat Tire Company has come up with a laminated nylon premium solid tire for use on a broad range of materials handling equipment. The company holds that softer rubber with nylon assures easier riding, more wear, easier steering, no downtime, more traction "and of course no flats with notats."

For full information on the premium tire, write Notat Tire Co., 1504 34th St., Chattanooga, Tenn.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

TECHNICAL LITERATURE

Basic Engineering Approach Used On Packaging Problems

Author Kenneth Brown applies a fundamental engineering approach to packaging problems in his new book titled *Package Design Engineering*. At the same time, he is able to maintain a balance between military and commercial applications.

Brown first establishes the background needed by the packaging engineer to solve structural and dynamic packaging problems. The author then devotes considerable attention to the design characteristics of the four most common suspension systems: tension spring, rubber shear mount, solid cushioning, and canvas strapping. He also discusses at length the peculiarities of corrugated, sheathed crate, plywood, wood, and metal shipping containers. In conclusion, the volume illustrates the engineering fundamentals and design application of dehumidification and pressurization, vibration, and package test instrumentation.

Package Design Engineering, published by John Wiley & Sons, 440 Fourth Avenue, New York 16, N. Y., contains 263 pages and is priced at \$8.50.

Brochure Contrasts Walkie, Rider Trucks

A new brochure published by the Automatic Transportation Company tackles the pros and cons for both the walkie and rider-type industrial trucks and how they are used in industry. Advantages and applications for both types of trucks are outlined, along with a convenient check list giving facts to consider when analyzing truck requirements.

The Walkie or Rider Trucks brochure is available free of charge from the Automatic Transportation Company, 149 W. 87th Street, Chicago, Illinois.

Stencil Booklet Solves Marking Mysteries

The Marsh Stencil Co. has made available a 24-page booklet explaining the ins and outs of marking and sealing goods for shipment.

Subjects covered in the booklet include: How to stencil-mark goods for safe delivery; how to save 25% on sealing cartons with gummed tape; proper kind of ink to use for all kinds of marking; three ways to stencil-

brush, -roller, -spray; conversion tables for weights and measures; export marking data; and a scale for measuring in inches and centimetres.

The booklet, which is entitled "Marking and Sealing Shipments Made Simple," will be mailed free to any shipper who requests a copy of Catalog M-60 from the Marsh Stencil Co., Belleville, Illinois.

Walkie Stacker Bulletin

A new Electric "Walkie" Stacker designed for narrow aisle operations is described in a bulletin now being distributed by The Raymond Corporation.

Two standard models of the Stacker are offered with collapsed heights of 68" and 83". With a choice of telescopic and non-telescopic mast arrangements, four different elevated heights can be furnished ranging from 52" to 124".

The truck has 2000 lb. capacity and operates on four 6 volt batteries con-

nected in series to provide 24 volt power for fast operation. It has 3 speeds in both forward and reverse.

The new truck is priced at \$2590 complete with batteries and charger for the non-telescopic model and \$2750 for the telescopic unit.

Write to The Raymond Corporation 13-172 Madison St., Greene, N.Y. for the new bulletin.

Folder Describes Small Walkie Trucks

The Moto-Truc Company has prepared a four page folder describing the use and applications of small electric powered walkie trucks. The illustrated folder entitled, "Walkies-What They Can and Can't Do" contains descriptive information on seven basic walkie types along with information on how to pick the best truck type for a given job.

The folder also gives prospective users recommendations based on cost, weight, maneuverability, operator posi-

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tion, power requirements, travel speeds and maintenance.

For a free copy of the folder, write to The Moto-Truc Company, 1954 East 59th Street, Cleveland 3, Ohio.

Folder Illustrates Heavy-Duty Fork Trucks

The Elwell-Parker Electric Company has published a six-page folder illustrating and describing its new line of heavy duty fork trucks. Known as the "Titan" series, the electric-powered trucks are available in capacities from 12,000 to 20,000 pounds.

The fully illustrated folder contains detailed descriptions of basic truck components including drive and trail axles, the lift mechanism, brakes, and the frame. A special table compares the features of the Titan trucks with similar models.

Free copies may be obtained from the Elwell-Parker Electric Company, 4205 St. Clair Avenue, Cleveland 3, Ohio.

Cargotainer Bulletin

Tri-State Engineering Company has published a new bulletin, which illustrates and describes the company's complete line of materials handling equipment for industry. The bulletin

contains illustrations of the various models of cargotainers, conveyor guard and pallets produced by the company.

A specifications chart gives complete information on sizes, weights and capacities of cargotainers.

Copies of the new bulletin may be secured by writing to Tri-State Engineering Company, 295 W. Beau Street, Washington, Pa.

New Emery Booklet Assists Product Promotion

An illustrated booklet which shows how air freight can assist with sales promotion and merchandising campaigns has been released by Emery Air Freight Corp. Titled, *Six New Ways To Promote Your Products*, the booklet is especially keyed to the needs of the graphic arts industry, and is intended for advertising, sales, and management personnel.

The booklet describes the advantages of air freight for handling shipments of promotion material and the mass distribution of printed matter.

Among the specific ideas and suggestions contained in the booklet for adapting air freight to special promotions, are the following: How to make one traveling display do the work of five by using air freight; and, How to provide for simultaneous receipt of sales meeting materials being supplied by different suppliers.

The booklet may be obtained without cost from Emery Air Freight Corp., Dept. P, 801 Second Ave., New York 17, N.Y.

ON THE DOCKET

JULY

ATC Packaging Materials Handling Subcommittee, Carnie Hotel, Denver, Colo., July 7-8.

Association of Local and Territorial Airlines, quarterly and regional meeting, Anchorage and Fairbanks, Alaska, July 28-31.

Air Cargo Inc., Air Freight Cartage Conference, Edgewater Beach Hotel, Chicago, Ill., July 28-30.

AUGUST

ATC Airport Cargo Terminal Facilities Committee, Edgewater Beach Hotel, Chicago, Ill., August 19.

ATC Air Freight Sales Committee, Denver, Colo., August 25-26.

SEPTEMBER

ATC Cargo Forms and Procedures Committee, Washington, D.C., September 1-3.

Associated Traffic Clubs of America, Annual Convention, Baltimore, Md., September 20-23.

LETTERS

To the Editor:

I recently returned from a trip through South America and found a copy of AIR CARGO magazine on my desk. You did an excellent piece of work on our article and we highly commend you.

We would like to obtain 100 reprints of the article.

K. W. Callahan

Withers Van Lines of Miami, Inc. Miami, Fla.

To the Editor:

Mr. Russell S. Bernhard's article "Airline Liability for Air Freight" carried in Part I of March, 1959 issue of AIR CARGO is excellent.

I can visualize its usefulness as a mailer, and I would appreciate your advising me of the full particulars regarding the availability of reprints, their cost and whether or not you would have any objection to our placing them to such a use.

Joseph D. Stanick

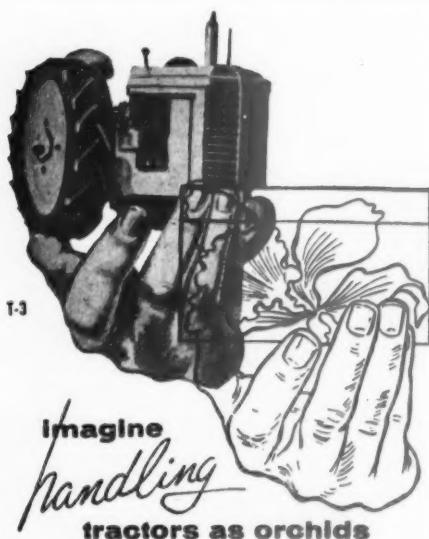
Manager Customer Relations

Braniff Airways

Dallas, Texas

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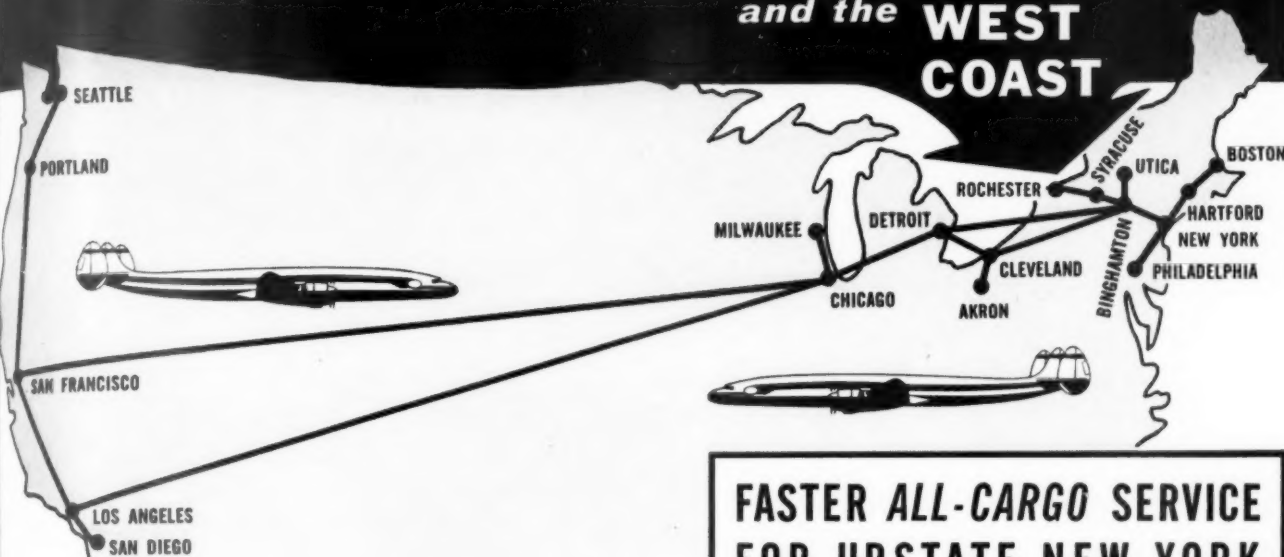
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7:00 P.M. Lv. (3) Utica (3)
12:00 P.M. Lv. Binghamton
9:20 A.M. Arr. Los Angeles
2:00 P.M. Arr. San Francisco
8:00 A.M. Arr.* San Diego
5:20 A.M. Arr.* Portland
6:50 A.M. Arr.* Seattle

EASTBOUND (read up)

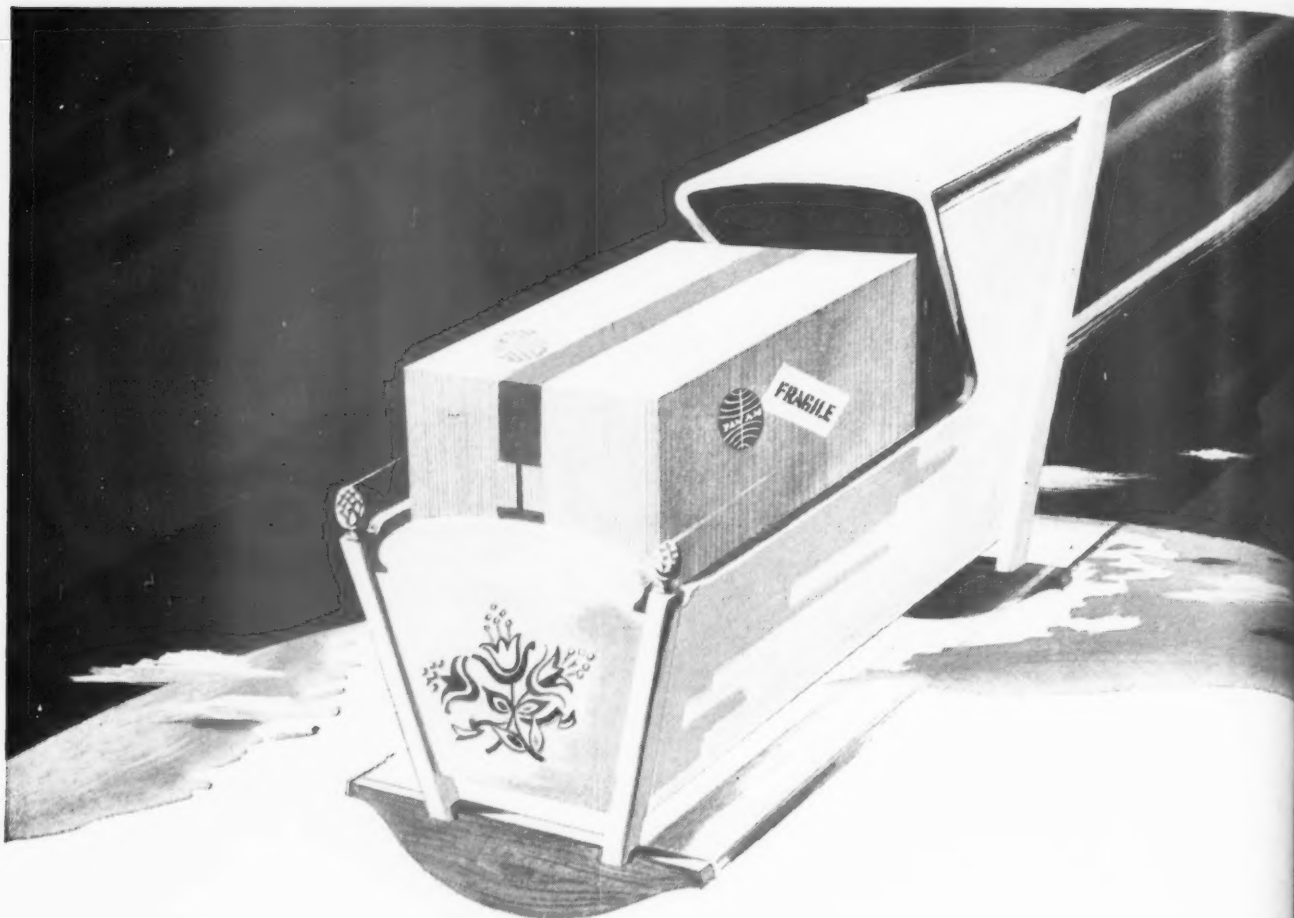
*Arr. 8:00 A.M.
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Arr. 10:00 P.M.
Lv. 11:00 P.M.
Lv. 11:00 P.M.
Lv. 4:00 P.M.
Lv. 4:25 P.M.
Lv. 3:00 P.M.

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